

1931

James Michael Curley Scrapbooks Volume 47

James Michael Curley

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Volume 47

RECORD 1/20/31

Mayor Tells Reds "Go Back to Moscow!"



Harry Cantor, Communist agitator, shown addressing the City Council in the Council Chamber at City Hall yesterday after he had been ordered out of Mayor Curley's office. The Mayor, after listening to their story for relief for the 200 jobless they had led on a march to City Hall, said: "You're a bunch of agitators and lecturers. Get out of here and go back to Moscow."

Mayor 'Kicks' Group of 'Reds' From Office

"You're a bunch of agitators and lecturers. Get out of here and go back to Moscow."

Mayor Curley angrily barked these words yesterday in his private office at a committee of five men and a young woman, who had led 200 jobless persons in a march on City Hall to seek relief.

The committee stamped out of the Mayor's office and went directly to the chamber of the city council which was in executive session.

It was the first time in the city's history, a group of unemployed sought relief from that body. The jobless leaders asked that measures be adopted by the council to aid the plight of their members. The council heard their appeal but took no action.

DRAWS MAYOR'S IRE

The committee of unemployed comprised Samuel Winn of Carlisle st., Roxbury, chairman; Winfield A. Dwyer, Eustis st., Roxbury, Harry J. Canter, Meridian st., East Boston, Stanley Johnston, Shawmut ave., South End, James Lane, Gainsboro st. and Huntington ave. (he gave two addresses), and Mary Page, 20, of Waban st., Roxbury.

They drew the mayor's ire by the tenor of their remarks. He had listened with patience and a desire to aid their cause. In that spirit he asked for suggestions but they said they couldn't give him any. They asked for a dole of \$15 a week for each unemployed person.

Shouting and singing, the 200 had paraded to School st., before City Hall. There they were met by Supt. of Police Crowley and a police detail. The leaders were

taken to Mayor Curley's office and he granted them an immediate audience.

"USED AS CLUB."

Dwyer told the mayor they represented the unemployed council of Boston, which had been organized by the Trades Union Unity League. He charged employers were using the jobless as a club to cut wages of their employees.

Mayor Curley said Boston led the country in taking care of its needy and asked for suggestions.

Canter declared they hadn't visited the mayor to offer suggestions, whereupon Mayor Curley shouted angrily:

"Of course you didn't. You are agitators and lecturers. Get out of here."

Mayor Curley asked Johnston who had said he had not worked for four months, "whether it was more profitable to lecture?" Then the mayor ordered Johnston to report to him today and he would provide him with work. Earlier in the conference the mayor had told the group:

"If this is a bit of communistic propaganda, go ahead. I enjoy it as much as you. If you are making a conscientious effort to help the unemployed I'll help you if you'll tell me how to do it. But I think you are here to secure publicity."

HERALD 1/20/31 CURLEY BACKS BEALE MEASURE

Calls Greater Boston Plan 'Conservative, Sane, Well-Considered'

BELIEVES SUPPORT SHOULD BE WIDE

Mayor Curley gave unqualified endorsement yesterday to the petition for legislation for the creation of a metropolitan Boston sponsored by Prof Joseph H. Beale of Harvard.

The mayor termed the bill a "conservative, sane and well-considered measure" worthy of the support of every forward-looking organization.

MAYOR'S STATEMENT

His statement was:

The bill for a metropolitan Boston filed by Prof. Joseph H. Beale of Harvard University is the result of nearly a year's study by a conference committee of representative citizens called together by me early last year. I indicated at that time that I had no preconceived ideas on the matter and was willing to make any political sacrifice, if necessary, for the purpose of improving the commercial and industrial standing of this great metropolitan district, and to enable the cities and towns which comprise it to act as a unit in obtaining fair treatment for our ports and railroads.

The bill as I read it covers the following points:

The creation of a metropolitan Boston comprising the 43 cities and towns now in the metropolitan park, water and sewerage districts as a municipal corporation.

The legislative government to be in the hands of a council which will consist of somewhere between 100 and 120 members, the large majority coming from the cities and towns outside Boston.

The executive work to be performed by a commission of five members, to consist in the first instance of the present members of the metropolitan district commission, but to be replaced as their terms expire by members elected by the council.

FUNCTIONS TAKEN OVER

The new metropolitan Boston to take over the functions now exercised by the metropolitan district commission, the metropolitan transit commission and the Boston port authority.

None of the existing city or town governments or functions to be in any way disturbed until such time as they shall vote to turn them over to the metropolitan government, and then only in such cities and towns as shall so vote.

It is a conservative, sane, and well-considered measure, and I believe it should receive the support of every forward looking organization in these communities. I can see no well-grounded objection to the proposition especially as it in no way interferes with the various political entities which have for so long governed the people of the district and whose existence they so jealously guard.

AMERICAN 1/21/31

Boston and Taxes

City Heavily Assessed, Gets Little in Return

Ex-Mayor Fitzgerald informs this newspaper that a compilation recently completed by him shows that the city of Boston has paid an average of sixty per cent of the taxes of the entire State the past twenty years.

The Metropolitan District Commission informs us that all the developments, improvements and undertakings of the splendid Metropolitan Area, which includes the city of Boston, have been paid for by the people of this district without aid from the other people of the State.

Perhaps the point of this is evident at once.
If not, let us make it so.

The people of Boston and of the Metropolitan District have financed their own developments, while contributing at least two-thirds of the revenue of the State which, in the matter of public improvements, is spent entirely in sections of the State other than this District.

Mr. Fitzgerald suggests, as one vivid illustration, that not a penny of the \$11,000,000 gasoline tax collected annually for development of the highways is spent on the streets or highways of Boston. Yet the Boston autoists contribute heavily to it.

The Boston Real Estate Exchange complains of high taxes on the real estate of Boston, and it seeks to rescue real estate by doubling the gasoline tax of the car-users.

Perhaps it can prevail upon Governor Ely and the Legislature to allot a part of his \$20,000,000 construction program, say \$5,000,000, to the development of the Boston streets and highways.

Better to get a share of what rightfully belongs to you than to soak some other poor fellow on the head with the blackjack of higher taxes.

Give Them a Hearing

East Boston Citizens Should Be Heard

As a result of the disorders in Faneuil Hall, Chairman Thomas J. Hurley of the Board of Street Commissioners indicates that the citizens of East Boston may not be given a public hearing to voice their protest against the proposed erection of the massive gasoline tanks.

Peace and good order are commendable.

But righteous indignation, too, has been considered somewhat of a virtue since Christ drove the moneychangers out of the temple.

If tanks holding 91,500,000 gallons of inflammable oils were to be set up in his backyard, Mr. Hurley might lose some of his serenity or respect for the conventions.

Give them a hearing.

GLOBE 1/21/31

MAYOR CURLEY OFF TO WASHINGTON

Will Urge Congress to Give Hub Governors Island

Mayor James M. Curley left Boston today for Washington, where he will interest himself in matters of importance to Boston and the country at large. A delegation of about 30 friends of the Mayor, headed by City Treasurer Edmund L. Dolan, was at the South Station to see the Mayor on his way.

In the Mayor's party were his daughter, Miss Mary Curley, Miss Loretta Bremner of Chicago, Chairman Peter F. Tague of the election board, Park Commissioner William P. Long, Thomas J. A. Johnson of the board of port authority and secretaries Cornelius A. Reardon and John Sullivan.

Before leaving, Mayor Curley said: "I am hopeful of success, but realize how difficult the journey of legislation is in Washington. We will work hard and do our best. If Congress will give Governors Island to us, I am sure the Legislature will permit us to borrow \$1,250,000 outside of the debt limit for the development and improvement of the East Boston airport. If we are successful, Boston in the next two years will have the best and most accessible airport in the world."

TRAVELER 1/21/31

MAYOR LEAVES FOR WASHINGTON

Sees Chance of Making Hub Airport Most Accessible in World

Mayor Curley left the Back Bay station today on a train for Washington where he will make an effort to facilitate the transfer of Governor's island, which is now government property, to the city.

The mayor said: "I am hopeful of success, but I realize how difficult is the journey of legislation in Washington. If Congress will give permission I am sure the Legislature will permit us to borrow \$1,250,000 for the development and improvement of the airport. "If we are successful Boston in two years time will have the best and most accessible airport in the world," he concluded.

The mayor was accompanied by his daughter Mary, the fiancée of his late son, Miss Loretta Bremner, Cornelius Reardon, John Sullivan, and Peter F. Tague, election commissioner, Park Commissioner Long and Thomas A. J. Johnson.

A group of 30 friends of the mayor headed by Edmund L. Dolan, city treasurer, were at the station to bid his honor farewell.

Mayor on Capital Mission



MAYOR CURLEY

T. J. A. JOHNSON

FOR THE PURPOSE of furthering legislation of vital import to Boston, Mayor Curley today headed a delegation to Washington, leaving Acting Mayor McGrath in charge. The mayor is shown at Back Bay station with Thomas J. A. Johnson, official greeter and member of the port authority. Park Commissioner Long and Election Commissioner Tague also accompanied him. (Staff photo.)

ACTING MAYOR M'GRATH TAKES CURLEY'S JOB

New President of Council in Office While Mayor Is in Washington

Boston went under the leadership of Acting Mayor Joseph McGrath today as Mayor Curley left for Washington to aid Boston legislation.

The Mayor left Back Bay station with Park Commissioner William P. Long, Election Commissioner Peter F. Tague and Thomas J. A. Johnson, official greeter and member of the port authority.

MISS CURLEY IN PARTY

Mary Curley, the mayor's daughter; Miss Loretta Bremner of Chicago, fiancée of the late James M. Curley, Jr.; Cornelius A. Reardon, the mayor's secretary, and John J. Sullivan, assistant secretary, were also in the party.

Forty friends, headed by City Treasurer Edmund L. Dolan, were at the station to see the group off.

Acting Mayor McGrath assumed the executive chair for the first time since his election two weeks ago as president of the City Council, the office automatically making him acting head of the city.

"I am hopeful for success, but I realize how difficult is the journey of legislation in Washington," the Mayor said.

"We will work hard and do our best. If Congress will give Governor's Island to us I am sure the Legislature will permit us to borrow \$1,250,000 outside the debt limit for the development and improvement of the airport.

FOR BEST AIRPORT

"If we are successful, Boston, within two years, will have the best airport in the entire world."

Mayor Curley and his party will meet Congressman John W. McCormack at the Capital to further action on the annexation of Governor's Island for enlargement of the airport; the \$3,000,000 harbor improvement bill, the federal industrial planning board idea, fostered by Mayor Curley, and measures for soldiers relief by federal authorities to relieve the burden of cities and towns.

Mayor Curley is also scheduled for a luncheon with Senator Shipstead and others interested in the Mississippi river project.

TO OPPOSE PORT FIGHT BY BOSTON

New England Traffic League Acts in New York Row

The New England Traffic League, composed of traffic managers of large concerns all over New England, voted at a meeting held yesterday to oppose actively the complaint of the Boston Port Authority and the city of Boston on lighterage and terminal charges in effect at New York, which is to be resumed in this city Feb. 2, before the Interstate Commerce Commission.

FEAR BIG BURDEN

The reason back of this attitude is the belief that hundreds of thousands of dollars in additional domestic freight rates might be imposed on New England shippers if the commission accedes to the petition to compel the railroads to make lighterage and terminal charges in addition to prescribed freight rates on all traffic moving to points in and about New York Harbor.

As against this large increase, the advantages to be gained by the port of Boston as a result of forcing the railroads to put on these additional hauling charges are said to be immaterial, at least for a number of years. Boston interests contend that these charges, absorbed by the railroads serving New York, put this port at a disadvantage, and they seek to have the situation remedied by forcing the roads to pass the costs of the extra haulage along to the receivers and shippers, whereas no charge is now made for the service. On this issue, the port differential case is soon to be fought out again.

In its action of yesterday, the New England Traffic League voted by a large majority to take a decided stand against the Boston proponents. The arguments brought out were that the port of Boston, requiring no lighterage charges, would be the gainer, but if such charges were applied to imports and exports a precedent would be set up and it is almost inevitable that the charges would eventually be applied to domestic freight from New England to New York. Since New York is New England's best customer, huge additions to New England's domestic freight bill would result. If such lighterage and terminal charges were ordered in New York, it was pointed out, an entering wedge would be set up for application of the cost principle to all freight charges at Eastern ports, with the result that Boston in bidding for foreign trade would be at a decided disadvantage compared to several other Atlantic ports, where handling costs are lower.

The league, at its meeting yesterday,

also took action on several other important matters. It voted that nothing was to be gained by taking any action as regards railroad consolidations, either in New England or elsewhere until tangible plans are laid before the Interstate Commerce Commission, reaffirmed opposition to acquiring of control of port-to-port steamship rates by the commission, because it would tend inevitably to increase water rates between New England and other Atlantic ports and the Pacific through the Panama Canal, bringing them more nearly up to the basis of rail rates, and also voted to intervene in the complaint filed against the anthracite coal freight rate structure, on the ground that minor reductions in rates would probably result only in reducing railroad revenues, without any saving being passed along to New England consumers.

CURLEY TO PUSH AIRPORT EXTENSION

Arrives in Capital to Speed Up \$1,250,000 Plan

[From Herald Washington Bureau]

WASHINGTON, Jan. 20—Mayor Curley of Boston arrived here late tonight all primed to sweep away the delays and obstacles that have been blocking his \$1,250,000 airport extension, as well as his unemployment relief program.

With him were his daughter, Miss Mary Curley, and Miss Loretta Bremner of Chicago, the young woman who was to have married the mayor's oldest son, James M., Jr., who died recently. Park Commissioner William P. Long, Chairman Peter A. Tague of the election commission; Thomas J. A. Johnson, and the mayor's two secretaries, Cornelius A. Reardon and John Sullivan, were also in the party.

The mayor's determination to get action on his project to induce the federal government to return Governor's Island to the city of Boston for the airport extension was strengthened by the efforts of Representative Frank W. James of Michigan, chairman of the House committee on military affairs, to induce him to wait for other business to be cleared away.

Chairman James's excuse for the delay on the airport plan was that the members of the committee have been busy in conferences with the Senate on the Muscle Shoals question. When Representative James learned Mayor Curley was already on his way here, he hastily called a meeting for tomorrow of the sub-committee on real estate and army housing.

If Mr. Curley tomorrow can get this committee to report his bill favorably, he has been assured by Representative McCormack of Boston that chances are good for unanimous consent of the House for action this session.

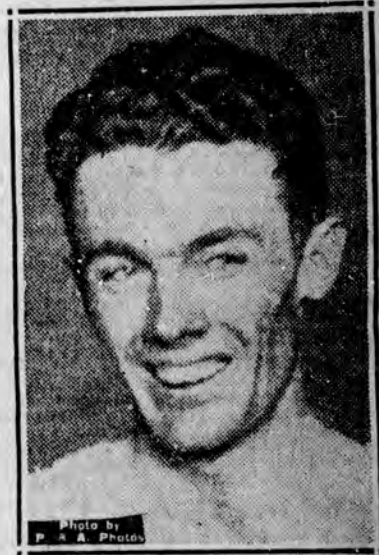
RAY CONGER TO RUN FOR CURLEY TROPHY

Illinois A. C. Flyer Enters Prout Meet Mile

Venzke Also to Compete in Feature Race at Games Jan 31

Ray Conger of the Illinois A. C. of Chicago will be a starter in the Knights of Columbus special mile race for the James M. Curley trophy at the William C. Prout Memorial athletic meet at the Garden Jan 31. His entry was announced yesterday afternoon by Jim Gaffney, who is managing the games.

Two Boston high school relay races,



RAY CONGER
Illinois A. C. Runner

one for midgets and one for seniors, were added to the program.

Conger is the outstanding miler of the country, and that he is going as fast as ever was demonstrated when he won the special Sexton 1000-yard race at Brooklyn last week. He is a student in the graduate school of Columbia University and expects to get his degree in the Spring. His entry is the second for the event, Gene Venzke of the Swedish-American A. C. of New York being the other to date.

The field is limited to half a dozen men. Leo Lermond of the Boston A. A. will not run, as Coach Jack Ryder is preparing for the two-mile contests.

English High, Boston Latin, Trade and Mechanic Arts High Schools are to be represented in the half-mile race for midget teams, while English High, Boston Latin, Dorchester High and High School of Commerce will be the contestants in a mile race.

ADVERTISER 1/20/31

Curley Goes to Capital on Hub Matters

Mayor Curley will leave for Washington today to lend his active support to measures affecting Boston which were recently submitted to the federal authorities.

The most important is the proposed annexation of Governor's Island by the city for the purpose of enlarging the East Boston airport. Definite action within 10 days was promised if Mayor Curley would personally appeal to the congressional committee on military affairs.

Other measures that he will bring forward during his visit include his plan for the development of the Mississippi river and the creation of an inland empire, the establishment of a federal planning board to offset periods of depression, and the increase of pensions to disabled soldiers to relieve cities and towns of the heavy burdens of caring for needy veterans.

Accompanying the mayor will be Peter F. Tague, chairman of the election commission; Thomas J. A. Johnson of the board of port authority, and Chairman William P. Long of the parks commission.

HERALD 1/20/31

FOR OUR AIRPORT

Good news from Washington. The House judiciary committee on military affairs, before whom Mayor Curley presented his case, reported immediately and favorably the bill authorizing the transfer of Governor's island from the federal government to the city of Boston for use in the development of the Boston airport. There should be no unnecessary delay in the taking of final action by Congress.

We now have the nucleus of what may easily be made one of the best airports in the United States, and, for that matter, in the world. Accessibility makes it almost unique. Only Kansas City can rival it in this country in that respect. With the facilities now available, including the present East Boston tunnel, one may leave the chamber of commerce and in fifteen minutes be on the ground off Jeffries Point; it has been done in twelve. Most airports are remote from the business centres of cities, and the difference between a half-hour and twelve minutes is important to a business man. The distance to the Boston port will be considerably shortened when the new tunnel is ready and the contingent street improvements are completed.

The airport today is a going concern, a valuable adjunct of our transportation system. When the several improvements and additions emphasized by Mayor Curley at Washington are acquired, we shall have a port of from one to two thousand acres with deep water alongside and abundant resources for both land and sea planes of the largest size likely to be used in many years.

BIG PLEA TODAY BY CURLEY

Goes to Washington For Governor's Island Bill

WASHINGTON, Jan. 20—Chairman James of the House military affairs committee has summoned a meeting of his subcommittee on real estate for tomorrow morning that Mayor Curley of Boston, who was due to arrive here late tonight, may have an opportunity to present in person a plea for prompt and favorable report on the bill now before the committee authorizing the War Department to turn over to the city Governor's Island in Boston Harbor to be utilized as an addition to the Boston Airport.

NO OBJECTION

In advance of this meeting and in consequence of a recent visit to Boston, Chairman James announced that he saw no objection to giving the city the island for this purpose since there will be a stringent reservation that the federal government may retake the island at any time it is desired for purposes of national defence.

Mayor Curley is pushing for a prompt committee action as the first step in the long and slow process of getting the bill through Congress. Its chances of passing both House and Senate at this session are exceedingly remote except by unanimous consent. A single objection in either branch would hold it on the calendar indefinitely in the present state of legislative business.

Chairman James is strongly in favor of the construction of a military airport at or near Boston within the next five years. Mayor Curley has contended that if the municipal airport is created on the scale which he plans, it will be available to the nation in time of war and make the construction of a strictly military airport unnecessary.

To keep pace with the rush of municipal business during his absence from the city, Mayor Curley yesterday took along two of his secretaries when he started from the Back Bay station for Washington, where he will appear before congressional committees during the next three days to urge the adoption of measures for federal improvements at Boston.

No sooner had he taken his Pullman seat than the Mayor started to dictate municipal orders to Secretary Cornelius J. Reardon and Assistant Secretary

John A. Sullivan, who with former Congressman Peter F. Tague, Chairman William P. Long of the Park Commission, and Thomas J. A. Johnson of the Port Authority Board, will assist the Mayor in the presentation of his congressional bills.

Miss Mary Curley, the Mayor's only daughter, with her college classmate, Miss Loretta Bremner of Chicago, fiancée of the late James M. Curley, Jr., completed the group. During their absence Mr. and Mrs. Francis J. Brennan, long-time friends of the Mayor's family, will remain at the Jamaica home with Leo, George and Francis Curley, who could not make the trip because they had to attend their school classes.

The Mayor will also urge upon congressional committees the measures for increasing pensions for war veterans and their widows and dependents, for appropriations to improve the harbor here, for the creation of a federal industrial planning board to avert future depressions and for other improvements.

STUART STREET FOR ONE-WAY TRAFFIC

Stuart street, between Dartmouth and Clarendon streets, Back Bay, will be made one-way, beginning tomorrow, to relieve congestion in the vicinity during the construction of the new Professional Arts building in the rear of the Copley-Plaza Hotel. The adoption of the rule was announced last night by Joseph A. Rourke, who is acting as traffic commissioner during the absence of Joseph A. Conry. Traffic will be permitted to move toward the city only.

CLUDE 1/21/31

SHEEHY MARSHAL ON EVACUATION DAY

World War Veteran— Flynn, Sec; Carr, Treas

The Evacuation Day committee of the South Boston Citizen's Association held its first meeting last night in the Municipal Building to lay plans for observation of the 155th anniversary of the evacuation of Boston by the British during the Revolutionary War.

James J. Tracey, chairman of the general committee of 263 members of the association, presided. Walter B. Flynn was chosen secretary and Patrick E. Carr treasurer.

Edward M. Sheehy of 10 Ticknor st was selected chief marshal by 112 votes to 22 votes for Thomas McDevitt. Sheehy is a World War veteran and served both in the Navy and in the Army. At first a radio operator in the Navy, Sheehy was seriously injured when he was blown off the ship by an explosion. After six months in a hospital Sheehy joined the Army and was a member of the Army of Occupation in Germany.

The program of celebration will consist of historical displays, banquet and a parade.

GOVERNORS ISLAND RELEASE PROBABLE

Mayor Curley to Present Views to Congress

Chairman James of Committee Now Favors Airport Project

By CHARLES S. GROVES

WASHINGTON, D. C., Jan. 20—The release of Governors Island by the Federal Government to the city of Boston, seemed nearer today than ever before, with indications pointing to favorable action by Congress at this session which would enable the city to go ahead with the long projected improvement of the East Boston Airport. Mayor Curley and Park Commissioner William F. Long, were due to arrive here late tonight to put the finishing touches on convincing the House Military Affairs Committee of the desirability of prompt affirmative action.

Representative W. Frank James of Michigan, of the committee, hastily called a meeting of the subcommittee on Real Estate and Army Housing for tomorrow morning, when Mayor Curley and Commissioner Long will appear in behalf of the bill now under consideration. The likelihood that the measure would finally go through appeared in a statement by Chairman James that his former doubts as to the feasibility of authorizing the Army to release the island had largely vanished after his recent inspection of the Boston Airport.

Bill Acceptable

With one minor revision of the bill dealing with the exchange of property between State and Federal Government instead of between the latter and the city, the measure now seems acceptable, according to Representative James. He feels the War Department ought to establish an air base of its own in Boston within the next five years, but he pointed out that the bill permits the Government to retake its right to accomplish such a purpose if desired.

The city authorities are looking forward to the creation of facilities for training Army and Navy Reserve fliers on the enlarged landing field, according to the latest information reaching Mr. James, who said this feature of the plan had not been mentioned in the correspondence and that he hoped it would be incorporated in the record.

Reason for Delay

The delay in consideration of the bill lately has been due to the fact that members of the Military Affairs Committee have been tied up in conferences with the Senate on the Muscle Shoals issue. When Mayor Curley yesterday announced his intention of coming here immediately, Representative James sought to have him postpone his visit until the Muscle Shoals conference were out of the way, but on learning of the Mayor's wish to avoid any more postponements he decided to push the matter to a conclusion as soon as possible and hear the Boston authorities immediately.

If favorably reported by the committee, the measure will have to receive unanimous consent of the House

to be acted on this session, but Representative McCormack of Boston, who has been working with Representative James on the matter, is optimistic that this can be obtained. Mr. James highly praised the development of the Boston Airport since his last visit two years ago.

Mayor Curley left Boston for Washington yesterday to discuss legislative matters concerning Boston, especially the Boston Airport. Accompanying the Mayor were his daughter, Miss Mary Curley, Miss Loretta Bremner of Chicago; Chairman Peter F. Tague of the Election Board; Park Commissioner William F. Long, Thomas J. A. Johnson of the Board of Port Authority and Secretaries Cornelius A. Reardon and John Sullivan.

A delegation of 30 friends saw the party off at the South Station.

Before leaving Mayor Curley said: "I am hopeful of success, but realize how difficult the journey of legislation is in Washington. We will work hard and do our best. If Congress will give Governors Island to us, I am sure the Legislature will permit us to borrow \$1,250,000 outside of the debt limit for the development and improvement of the East Boston Airport. If we are successful, Boston in the next two years will have the best and most accessible airport in the world."



MISS MARGARET CURLEY

Niece of Mayor Curley who is on committee in charge of annual ball of Tammany Club.

5000 TO ATTEND BALL OF TAMMANY CLUB

More than 5000 are expected to attend the 30th annual reunion and ball of the Tammany Club next Monday evening at the Bradford Hotel.

Gov. Ely and his staff will review the grand march. There will be a reception in honor of the first Democratic Governor in 16 years.

The Tammany Club was founded 30 years ago by Mayor Curley and is one of the strongest Democratic clubs in the state. A niece of the Mayor, Miss Margaret Curley, is an active member of the committee arranging the program for the affair.

CITY OFFICIALS HIT AT TRAFFIC LEAGUE

Score Latter's Statement on New York Charges

Silverman and Port Board Claim Group Puts Other City First

Corporation Counsel Samuel Silverman and representatives of the Boston Port Authority last night issued a statement in which they accused the New England Traffic League of being more interested in the port of New York than in the port of Boston.

"The city of Boston and the Port Authority," the statement said, "are engaged in a bitter struggle with the port of New York for the benefit of the entire New England community. We feel that petty selfish views should yield to broader public interest."

The Traffic League declared Tuesday that if the Interstate Commerce Commission compels the railroads to make lighterage and terminal charges in addition to prescribed freight rates on all traffic moving to points in and about New York Harbor the advantages gained by Boston will be relatively immaterial.

"A change of heart has evidently been made by the New England Traffic League," last night's statement said. "According to the newspapers, they are saying that New England's shippers might suffer if the rail differential case brought by the Boston Port Authority and the city of Boston is decided in Boston's favor. Their contention is that abolishment of free lighterage in New York might result in higher freight costs for New England."

"They are opposing Boston today, only a month and a half ago this same body in another case before the Interstate Commerce Commission, namely the Eastern class rate case, advanced the same position now supported by Boston."

"In this Eastern case the New England Traffic League took a position substantially as follows: They most earnestly sought a lower rail freight rate in recognition of lower terminal costs at New York via water routes, but now they deny to Boston the right to secure the advantages arising from an absolutely identical situation, by reason of its lower terminal costs."

"It is clear that the Traffic League is inconsistent, and it is apparent that the real reasons for their change of heart are not contained in their statement of yesterday."

A close scrutiny of their statement reveals evidence of more loyalty to the port of New York than to the port of Boston.

"This is not a surprising position for an organization which allowed New York and trunk line interests to dictate the policies which they should pursue in the Eastern class rate case, which resulted so unhappily for New England. Isn't it about time that New England fought its own battles?"

Globe 1/24/31

LIVELY PUBLIC HEARING ON CENTRE-ST WORK

Opinions Differ on Width of Road and as to Whether It Will Be Highway or Parkway

More than 200 residents of the Jamaica Plain and Roslindale sections participated in a lively public hearing at the State House today, before the Legislative Committee on Municipal Finance, on four bills relating to the reconstruction of a section of Center st in that district.

Previous legislation provided for the widening of this street, and the city of Boston had appropriated the necessary funds to cover the work, but a subsequent difference of opinion as to certain phases of the work caused the entire project to be suspended.

The original legislation and appropriation covered a highway of 100 feet.

Today's hearing brought out a wide divergence of opinion on two points, namely: Whether the proposed new road would be a traffic highway or a parkway; and whether it would be 80 feet, 100 feet or more than 100 feet.

Two of the bills in question were sponsored by Mayor James M. Curley of Boston, one by Senator Gaspar G. Bacon, president of the Senate, and the other by Representative George A. Gilman. Both Bacon and Gilman appeared for their measures, while Mayor Curley was represented by Assistant Corporation Counsel Samuel Silverman.

Three of the measures substituted a maximum width of 80 feet for 100 feet, and the other, one of the Mayor's provided for necessary legislative approval for borrowing outside the debt limit to carry on the work. The last measure was taken as a precaution against possible legal objections to using the money already appropriated.

Mayor's Attitude

Mr Silverman was the first to speak. He explained the Mayor's attitude in the situation, saying Mayor Curley had withheld action on the matter as a result of an apparent difference of opinion on the part of residents of Jamaica Plain and Roslindale as to the proper width of the proposed new road and also the divided sentiment for a parkway or a traffic artery.

Mr Silverman also offered amendments to the new bills which, if approved, would enable the Mayor and Street Commissioner of Boston to go ahead with the work, without further action by the Boston City Council. He also asked that the question of width and the nature of the road also be entrusted to the same officials.

"The Mayor wants a highway, not a parkway," he said. "He feels that there must be an outlet for the heavy traffic that passes through the district. The Boston City Council has already approved the general proposition, and we feel that, if given authority, we can rush this work along without going through any further delay by re-submitting the entire matter again to the City Council."

Senator Bacon, after briefly reviewing the situation, said his main object now was to secure speedy action to the end that the work may be started

immediately and, incidentally, provide work for unemployed.

Questioned as to whether or not he favored a parkway or highway and as to the width of the road, Bacon said: "I have no opinion to offer that way. I am in favor of home rule and I am perfectly willing that those questions be left entirely in the hands of the Mayor of Boston. I do not favor tying the hands of municipal officials."

Gilman's Views

Representative Gilman expressed himself in favor of leaving the details of the road to the Mayor of Boston, but added that he hoped a grass plot in the center might be retained. He objected to a road of 100 feet, saying that it would necessitate destruction of numerous trees and other plantings.

Pres Robert Waul of the Jamaica Plain Board of Trade said he was opposed to any change in the original bill.

Edward J. Cain favored a highway of 160 feet, if possible, saying that the traffic conditions of the future demanded plenty of room. He agreed, however, that the question be left to the discretion of the Mayor.

Miss Isabel Butler expressed herself for quick action, and R. J. Leonard said the character of the district called for a parkway, a connecting link with other parks in the Metropolitan District.

Rev Joseph A. Quigley, acting pastor of the Church of the Holy Name, said his church was not interested so much in the width or nature of the construction, as it was in having immediate action. He called attention to the danger of the present narrow thoroughfare and asked the committee for quick results.

Mrs Susan W. FitzGerald objected to the parkway idea, saying the need of today was for a good traffic artery. Replying to a previous statement that the road was part of U. S. highway No. 1 and should, therefore, be 100 feet, she said this route, from its beginning "down East," to Boston was, at no point, 100 feet wide.

Mrs FitzGerald offered a suggestion that a parkway might be constructed within an 80-foot width limit. Her plan called for a 10-foot strip in the center and three-lane passes on either side. This, she said, would leave ample room for buses to stop or for motorists to make repairs.

This, she added, combined the parkway idea with a traffic artery.

Fred J. McLaughlin called for elimination of all "red tape" in the interests of speedy action.

"Let the Legislature leave these bills alone, pass them and tell the city of Boston to go ahead with the work," he said.

Numerous others placed themselves on record in favor of the parkway or traffic artery plans, but practically everyone, when questioned by the committee, agreed to leave this phase of the matter in the hands of the Mayor of Boston and the Street Commissioners.

BOSTON TAMMANY CLUB BALL ON MONDAY

Gov Ely and His Staff to Review Grand March

Gov Joseph B. Ely and his staff will review the grand march at the 30th annual ball of the Tammany Club of Boston, which will be held in the Hotel Bradford, next Monday evening.

A large attendance is expected to tender a reception to the first Democratic Governor in the Bay State in 16 years. The ball, which is the major social event of the Democratic party in the State, has always attracted a tremendous gathering, which will be increased this year because of the successes which have come to the party of Democracy recently.

The Tammany Club was founded 30 years ago by the Hon James M. Curley, Mayor of Boston, at the outset of his political career and is the largest of the few permanent organizations of the Democratic party in the State.

The committee consists of Asst Dist Atty Daniel J. Gillen, president of the club; John J. Curley, chairman of the executive committee; former Representative Patrick J. Sullivan, secretary of the executive committee; Edward J. Connors, vice president; Thomas J. Walsh, secretary; Henry A. Drury, financial secretary, and James E. Norton, treasurer.

TRAVELER 1/24/31

TAMMANY CLUB BALL MONDAY

More than 5000 are expected to attend the 30th annual reunion and ball of the Tammany Club next Monday evening at the Bradford Hotel.

Gov. Ely and his staff will review the grand march. There will be a reception in honor of the first Democratic Governor in 16 years.

The Tammany Club was founded 30 years ago by Mayor Curley and is one of the strongest Democratic clubs in the state. A niece of the Mayor, Miss Margaret Curley, is an active member of the committee arranging the program for the affair.

AMERICAN 1/22/31

NEW HIGHWAY WORK TO AID JOBLESS

Advocates of New Artery Differ on the Road Width;
Priest Backs Plan

Immediate action on the proposed widening of Centre st. in Jamaica Plain and Roslindale, which will cost \$1,000,000, was demanded today by more than 300 persons at a hearing held by the House committee on municipal finance.

Speakers called attention to the dangers now existing on the congested thoroughfare and the aid to unemployment in immediate construction.

The committee, which sat in Gardner Auditorium of the State House to accommodate the throng, took the various bills embodying this project under consideration at the close of the hearing.

DIFFER ON WIDTH

Considerable difference of opinion arose over the width of the new street, which is an important artery connecting the main Providence road with Jamaica way and the Boston park system. Suggestions ranged from 70 to 160 feet.

There was also spirited discussion of the question of making the new road a parkway or an ordinary highway.

Abutters want it a parkway, while residents of other parts of Roslindale protested that this would throw 1000 more trucks a day onto Washington st., which is already overburdened with this type of traffic.

Corporation Counsel Samuel Silverman, speaking for Mayor Curley, asked that the width be left to the city, and in this he was supported by numerous speakers, including President Gaspar G. Bacon, of the State Senate, who said this was a matter in which home rule should be respected.

PLEAD FOR ARBORETUM

Silverman said that present plans of the Street Commissioners call for an artery 70 and 80 feet wide, and a highway, not a parkway.

Miss Isabelle Butler, of Jamaica Plain, a cripple, pleaded for the Arnold Arboretum, asking that no land be taken from it. Centre st. skirts the arboretum for half a mile. Henry L. Shattuck, treasurer of Harvard, said he trusted Mayor Curley to have due regard for this reservation, used by the city as a public park under agreement with the owner, Harvard University.

CURLEY WINS IN BATTLE FOR AIRPORT

House Committee Favors Ceding Governor's Island to City for Project

Washington, Jan. 21—Mayor Curley of Boston today won his first victory toward the ceding of Governor's Island to Boston for airport development in a favorable report of the House Sub-Committee on Military Affairs.

After a speech before the sub-committee by Mayor Curley, Representative James (R.), Michigan, chairman, said he would report favorably on the project to the full committee within a week.

The chairman's statement came after he indicated that he would propose an army airport near or at Boston as a means of coast defense.

Mayor Curley then explained that \$25,000,000 had been appropriated for the development of airport activities here and asked that authority be given to do the work within six months as a means of relieving unemployment.

IN CASE OF WAR

"The Boston airport, when completed, would provide an air field of 1000 acres and 1000 more by filling," the mayor told the committee.

"But if war comes we wouldn't want to take it from you," Chairman James said.

"If war comes you take it over; we are willing to take that gamble," the mayor replied.

Rep. Wainwright (R.), New York, interrupted with a statement of surprise at the coast defenses as outlined by Mayor Curley, when the latter told him the only big guns protecting the harbor were at Hogg Island.

The mayor then told the committee the airport would be open to army reserve flying and because of the many universities around Boston the field would be available for student flying.

HURLEY IN FAVOR

"If we could do the work in six months, I'd like to do it," he said.

"I believe if we spent all our money in six months this depression would be over, but probably it will take two and a half years, but it will help to relieve unemployment," he added.

Secretary of War Patrick J. Hurley already had expressed himself

in favor of ceding the island and other War Department officials also have approved the project.

Regardless of congressional action on the island lease, the city will continue the work on the \$16,000,000 East Boston tunnel, the mayor announced, after his first victory.

GLOBE 1/22/31

GREATER BOSTON PLANS CRITICISED

G. G. A. Hits Curley and Beale Bills

Neither the Mayor Curley nor the Prof Beale bill for the establishment of a Greater Boston is satisfactory in its present form, in the opinion of the Good Government Association. The association, through its secretary, S. S. Sheppard, has issued a statement in which defects in the proposed measures are pointed out and changes suggested.

Concerning the Mayor's plan the statement read:

"The Mayor's bill appears but a skeleton of a plan and is obviously incomplete in its terms. It has at least two fundamental troubles. In the first place it aims at consolidation and not federation. Neighboring towns and cities look upon this bill as an entering wedge into giving up their existence as entities—which entities can perfectly well be preserved in a Greater Boston plan. In the second place the governing board under the Mayor's plan consists of the Mayors and Selectmen of the various towns and cities. These officials have enough to do without trying to run a Metropolitan District; it would be better to form some body which would have exclusive management of Greater Boston. The Mayor of Boston should not be the king pin."

In regard to the plan of Prof Beale, the statement suggests that careful and thorough investigation of its terms must be made before any final decision can be made. Alleged defects, the bill pointed out, are:

"The Executive Commission would consist of four men selected by the Council and one elected at large. These conflicting sources of power could only lead to trouble.

"The measure should be made subject to popular referendum to avoid forcing the cities and towns into the federation.

"Bond issues of the district should require the approval of the Legislature for the first few years of operation."

Asserting that any plan adopted should be considered an experiment and be given a trial period of operation for five or 10 years, the association states, "If a plan is not made irrevocable and its terms confined to a well-worked-out federation, it should be entirely satisfactory to the neighboring towns and cities and to Boston."

Battle Wages Over Center St. Improvement

Variety of Opinions May Induce Legislature to Refer Work to City Officials

So complicated is the situation over the widening of Center street in the Jamaica Plain-Roslindale sections, that the Legislature is likely to adopt the suggestion presented to the Committee on Municipal Finance today, at a largely attended public hearing, that the question of width and use of the improved highway shall be decided by the city officials.

It was two years ago that the Legislature passed the original bill for the work, stipulating that the width should be one hundred feet from the junction of the Parkway and May street to Weld street and eighty feet from Weld street to South street. Moreover, it was provided that Center street, thus widened with a reservation in the center, should be the latest link in the park system, with heavy trucking excluded. The Center street proposition, however, was tied up with the widening of St. Ann street, near the Forest Hills station, and everybody felt that Center street might well be a park road with St. Ann street supplying the necessary increased facilities for handling the extraordinary traffic which seeks an inlet and outlet to Providence.

But St. Ann street failed to meet the approval of the administration and there is scant prospect of its improvement for years. In view of that fact, as stated by Senator Gasper G. Bacon today, there seemed no other alternative than that of throwing the improved Center street open to all kinds of traffic, for it is apparent that Washington street, Roslindale, must be relieved of some of its great burden. But not all of the residents of the sections represented were willing to concede the logic of that argument. All insisted on immediate work on Center street, and most of the speakers insisted that perhaps a seventy or an eighty-foot street would suffice.

The city of Boston was ready to go ahead with Center street after the City Council had passed the necessary appropriations in June of last year when the long brewing opposition appeared. First on the scene was Henry G. Shattuck, treasurer of Harvard College, who appeared before the street commissioners to protest a 100-foot Center street in view of the destruction to trees in the Arnold Arboretum which would result. Mr. Shattuck had been chairman of the legislation Committee on Ways and Means and admitted privately that he had been asleep at the switch when the legislation was approved. His opposition was followed by that of representatives of the Adams Nervine, which institution would likewise be seriously affected, and by many home owners whose properties would be partly or totally destroyed. Then came a hearing in the mayor's office with the decision of the mayor to refer the matter to the incoming Legislature.

Three bills were before the committee today, one by Mayor Curley, another by Senator Bacon and the third by Repre-

sentative George A. Gilman. The mayor was represented by Corporation Counsel Samuel Silverman. Two of the measures substituted an 80-foot width for the 100 in the original bill. Mr. Silverman explained the mayor's attitude and offered an amendment which would enable the mayor and street commissioners to go ahead with the work without further action by the City Council. Under the proposed amendment the width of the street and the question whether it should be used as a parkway or as a traffic highway would be entrusted to these officials. Mayor Curley was said to be in favor of a highway for traffic.

Senator Bacon, after reviewing the legislation for Center street, was the first to accept the Silverman amendment, stating that he favored home rule and did not believe in tying the hands of city officials. Later he declared that he was in favor of making the improved street highway for traffic in general. Representative Gilman also expressed himself in favor of leaving the details to the mayor and the street commissioners, but hoped that a grass plot might be constructed in the center. He objected to a road of 100 feet, on the ground that the destruction of trees would be deplorable. Mr. Shattuck thought the mayor would use good judgment in safeguarding the interests of the Arnold Arboretum and was satisfied with the Silverman amendment. Franklin Balch reviewed the situation at length, ridiculing the idea that a 100-foot highway was necessary when several other important highways, like the Andover boulevard, the Newburyport Turnpike and the Boston-Worcester pike are of much less width. He agreed with the Silverman amendment, but would like to see Center street a part of the parkway.

President Robert Wahl of the Jamaica Plain Board of Trade was opposed to any change in the original bill, while Edward J. Cain raised laughter when he argued for a Center street 160 feet in width. He agreed, however, that the matter be left to the mayor. Miss Isabel Butler, appearing on crutches, asked for immediate action, while R. J. Leonard pleaded for a parkway road. Rev. Joseph A. Quigley, acting pastor of the Church of the Holy Name, said his church was not so much interested in the width or the nature of the construction as it was in having immediate action. He called attention to the danger of the present narrow thoroughfare.

Miss Susan W. Fitzgerald objected to the parkway idea, saying the need was for a good traffic artery. In replying to a previous statement that the road was part of the U. S. highway No. 1 and should therefore be 100 feet in width, she declared that this route was at no point 100 feet.

John B. Dolan, president of the Forest Hills Federation, favored Silverman's amendment. Thomas P. Fitzpatrick of the Roslindale Board of Trade, said his organization was on record for a Center street not more than 80 feet in width. Frederick J. McLaughlin of the Jamaica Plain Journal said the consensus of opinion is for immediate action whether the road is to be a parkway or not. Representatives Harold Duffie, Joseph White and William C. Dolan also favored immediate action.

Discuss Transfer of Governors Is.

Mayor Curley at Washington to Explain Details to Sub-Committee

Special to the Transcript:

Washington, Jan. 21—According an unusual honor to Mayor James M. Curley, the sub-committee of House Military Affairs this noon ordered a favorable report on the bill to transfer Governor's Island from the Government to the city of Boston. Mayor Curley appeared before the committee this morning and action was taken immediately afterwards.

Mayor Curley was accompanied by William P. Long, chairman of the Boston park department, Peter F. Tague, chairman of the board of election commissioners, Congressman John W. McCormack, Thomas J. A. Johnson of the post authorities commission, and C. A. Reardon, personal secretary. Miss Mary Curley, and Miss Loretto Bremer, fiancée of the late James M. Curley, Jr., have come down to Washington with the mayor.

Though Major R. D. Valliant, quartermaster corps, and Major F. W. Shaw, the War Department today expressed its approval of the transfer. Mayor Curley also laid before the House Committee plans for an Army hospital in Boston. Several sites are available, the committee was told. He will likewise take up with Senator Walsh his proposal for a Federal planning board, to take steps to prevent unemployment. He hopes Walsh will introduce the bill in the Senate and McCormack in the House. Mayor Curley hopes also in his visit to Washington to push his plan for the Federal Government to take over the care of soldiers' families.

[By the Associated Press]

In Washington today Mayor Curley of Boston appeared before the committee and asked approval of the James bill so Boston might proceed with the development of the "most accessible air port to any large city in the world." He testified a considerable sum already had been spent by the city and private interests to develop the airport. With completion of a tunnel from the heart of the city to Porter street, he added, the airport would be within three to five minutes of the Boston financial center.

Not since the Civil War, Curley said, has Governors Island been of any use for offensive or defensive military purposes. He added, however, that the proposed lease by the War Department would contain a revocation clause by which the Government could take over the island in war time.

Contemplated construction, Mayor Curley testified, would provide work to "make possible the absorption of 1000 men from six months to a year." Regardless of congressional action on the lease, the mayor added, the city would continue its work on the \$16,000,000 tunnel to Porter street for which bids are to be opened Feb. 27. In addition, he testified, the city proposes to spend \$500,000 for the widening of Porter street. The mayor enlarged on the possibilities of landing space and runways for airplanes, saying the Governors Island airport has "possibilities for handling the largest planes now in use or foreseen in the near future."

HERALD 1/22/31

City Hospital Has Record Number Of Patients; Unemployment Blamed

With 33 1-3 per cent. more patients than is customary at this time of the year, and 100 cots set up to provide immediate accommodations for needy sufferers, Boston City Hospital today has more patients than ever before in its history. This is due to the inability of some who would ordinarily go to private hospitals to pay for more expensive treatment there, Supt. John J. Dowling revealed yesterday.

He blamed unemployment conditions and lack of cash for the overcrowding, and said that 1270 are now receiving treatment as compared with a normal

figure of around 950 at this time of year. Because of the uncertainty of employment there is a tendency on the part of some patients to remain longer than in normal times, even though their physicians have pronounced them able to leave, he said.

About 60 beds will be available when the two new wards are ready but this is not expected to eliminate all of the extra cots, he said. The hospital will ultimately provide 2000 beds, making it one of the largest in the country.

"Plans have been drawn for the new annex to the children's pavilion and the erection of two more units that will greatly add to the hospital's efficiency," he said.

"As long as demands are made on us for care we must continue to meet them to the best of our ability. We cannot turn away patients no matter who they are. We are giving service 24 hours a day and under handicaps that private hospitals would not care to face."

Globe 1/22/31

COMMITTEE REPORTS NEW CENTER-ST BILL

Without specifying any particular width, the Legislative Committee on Municipal Finance yesterday voted to report a bill amending an act of 1930 for widening Center st. in the Roslindale-Jamaica Plain section.

Four bills affecting this widening were heard by the committee in the morning, with 200 residents of the section. Pres Gaspar G. Bacon of the Senate, Representative George A. Gilman and Corporation Counsel Samuel Silverman offering differences in opinion about the change.

Three of the measures substituted a maximum width of 80 feet for 100 feet and the other, one of Mayor Curley's, provided for necessary Legislative approval for borrowing outside the debt limit to carry on the work. The last measure was taken as a precaution against possible legal objections to using the money already appropriated.

Objection to a road of 100 feet width was expressed by Mr. Gilman, who said that it would necessitate destruction of numerous trees and other plantings.

Mr. Silverman said that the Mayor wants a highway and not a parkway. "He feels that there must be an outlet for the heavy traffic that passes through the district," said Mr. Silverman. "The Boston City Council already has approved the general proposition and we feel that if given authority we can rush this work along without further delay by resubmitting the entire matter again to the City Council."

Mr. Bacon said that his main object was to secure speedy action to the end that the work may be started immediately.

REPORT ON SCHOOL DEPARTMENT READY

Findings Believed Complimentary to Officials

Members of the committee investigating the administrative methods of the Boston school department yesterday announced that their report was completed and is in the process of printing for the digestion of the finance commission, for which it was compiled. The nature of the report, it was learned last night, will be of an essentially complimentary character.

The report will contain the findings of the committee on completion of an exhaustive study of more than seven months, dealing largely with the executive functions of the school committee and its subordinate bodies. During the investigation, heads of departments and practically all the major officials of the school department were interviewed.

According to Renton Whidden of Brookline, only local member of the committee, the report will be in the hands of the finance commission by the end of the week. A statement regarding the results of the study is expected within a few days of the submission of the report.

AMERICAN 1/22/31 CURLEY BUSY ON JOBLESS AID AT CAPITAL

Washington, Jan. 22—Mayor Curley of Boston today took steps to further his unemployment relief program, including establishment of a federal planning board and the immediate sending of surplus American wheat to China.

A busy day confronted the mayor and his party, after he apparently had accomplished his first purpose in impressing leaders of the House military affairs committee with the necessity of leasing Governor's Island to Boston for an airport.

His program included a conference on airport with officials of the National Aeronautics Society, personal call on the Costa Rican minister and a call on the Chinese minister.

This noon he was guest of Senator David I. Walsh at luncheon. At this luncheon the mayor's proposed federal planning board to meet unemployment emergencies in the future was discussed. The plan probably will be laid before Congress in bills by Senator Walsh and Representative McCormack.

The mayor was to pay a courtesy call later in the day on the Irish Free State minister. He plans to return to Boston tomorrow.

RECORD 1/24/31 Raps Civil Service in Jobless Plea

Declaring that state civil service rules bar aid to the jobless, Sen. Thomas H. Bilodeau, representing Mayor Curley, yesterday flayed the Civil Service commission for its delay in acting on an emergency measure passed last April by the Legislature.

Bilodeau spoke before a joint committee on civil service at the State House. He said many men with dependents could be given work at once by city and town heads if Mayor Curley's bill authorizing the Governor and council to declare an employment emergency was passed.

FAVORS TRANSFER OF GOVERNORS ISLAND

House Committee Acts on Curley's Proposal

Quick Vote Tribute to Boston Mayor's Argument

Special Dispatch to the Globe

WASHINGTON, Jan 21—The House Committee on Military Affairs reported favorably today the bill authorizing the transfer of Governors Island to the city of Boston to be used for development of the Boston Airport.

This action came immediately after the presentation by Mayor Curley of his argument in support of the transfer. Such prompt action of a committee is unusual and is regarded as a tribute to the Mayor's conclusive presentation of the case. The fact that Representative James of Michigan, chairman of the committee, has recently visited Boston and inspected the properties, undoubtedly was responsible in part for the quick action of the committee. The project has already received the approval of the War Department in which the title to Governors Island now rests.

Army Hospital Site

At the hearing there were present, besides Mayor Curley, Chairman William P. Long of the Park Department, Chairman Peter F. Tague of the Election Commissioners, Thomas J. A. Johnson of the Port Authorities Board and Cornelius A. Reardon of the Mayor's secretarial staff.

Mayor Curley referred to the activities of the city of Boston in relieving the acute unemployment situation. He also discussed the question of an available site in Boston for an Army hospital, and received very favorable response from the members of the committee. Chairman James requested Mayor Curley to present certain information in connection with a proposed site.

"The plans formulated for the enlargement of the Boston Airport will, provided the Federal Government sees fit to cooperate through the transfer of Governors Island to the custody of the city of Boston, result in the establishment of the most accessible and best airport in the world with a landing field covering more than 1000 acres," said Mayor Curley, "and will not only permit of Army and Navy aviation maneuvers, but the operation of freight and passenger transportation by air with sufficient available space for student training."

State and City Liberal

"The Commonwealth of Massachusetts has been most generous in its support and the City Government of Boston has been liberal in providing the funds necessary for airport development. We recognize that a properly developed airport is not only essential for industrial and commercial development but a potential adjunct for protection in the event of war. At the present time, approximately 100 acres have been developed for a land-

ing field and recently a lease has been given by the Commonwealth of Massachusetts to the City of Boston which has made available 266 acres.

"It is the purpose of the City of Boston to reclaim and make available for use 1000 acres of land and with possible future enlargements, provided conditions justify such a course, 1200 additional acres, thus making an airport of approximately 2300 acres.

"The inclusion of Governor's Island as a part of the East Boston airport will permit of the establishment of a landing field nearly one mile in length and of sufficient size to permit of landing and taking off by the largest planes now in use or contemplated in the immediate future.

Two Miles at Sea

"The airport when completed will extend for a distance of two miles into the ocean with no intervening barriers of any character and with a 40-foot ship channel alongside. With a view to making the airport the most accessible in the world an expenditure of \$16,000,000 has been authorized for a vehicular tunnel between the financial district in Boston proper and Porter st., at East Boston.

Specifications have been drawn and plans have been prepared and contract will be advertised within 45 days for the work of constructing this tunnel. An expenditure of \$500,000 has been authorized for the construction of a boulevard on the thoroughfare known as Porter st. This boulevard will be 100 feet in width and will extend from the tunnel entrance to the airport, thereby rendering it possible to journey from the financial district in the heart of Boston to the airport in less than five minutes, as contrasted with the delay of 30 minutes or more at substantially every other airport in the world.

"Legislation is now pending for the development of a strandway boulevard in the East Boston section adjacent to the airport, representing an additional expenditure of \$1,600,000.

Loan Pending

"Legislation is also pending before the Massachusetts Legislature for a loan of \$1,250,000 for the reclaiming and filling of land the property of the Commonwealth of Massachusetts and the Government of the United States as a further addition to the airport. Up to the present time the approximate expenditures made for the development of the Boston Airport are \$25,163,000 when completed.

"Early and favorable action by the Federal Government upon the pending measure will permit immediate prosecution of the work by the city of Boston. Early action will make possible the employment of a large number of men, and it is our belief that, provided favorable action is taken at this session of Congress, the entire work will be completed within two years."

MURPHY HONORED BY WARD 21 DEMOCRATS

Legislator's Victory Hailed by 400 at Banquet

Chairman Donahue, Crehan and State Officials Pay Tribute

More than 400 persons attended the testimonial banquet to Representative John F. Murphy of Ward 21, first Democrat ever to represent that district in the Legislature, given last night in the new Brighton High School on Warren st under the auspices of the Ward 21 Democratic Club. Glowing tributes were paid to the unusual victory of the new Representative by leading State and city officials.

The function was opened by John J. Crehan, president of the club, who told of the remarkable feat of Murphy in defeating Martin Hays, veteran legislator, who had served in the Legislature 20 years. Crehan stated that it was imperative that the Democrats of the ward keep up the good work and reelect Murphy two years hence, and to carry the ward not only for Murphy but for the Presidential and Senatorial candidates.

Ex-Senator David B. Shaw, chairman of the committee in charge of the affair, served as toastmaster, and in his remarks told of the work which Murphy has done and intends to do as the Representative from the ward. Paul Tierney, personal friend of Gov Joseph B. Ely, brought the regrets of the State's Chief Executive at his inability to be present on the occasion, and brought his congratulations for the victory of Murphy and best wishes that the future political and private life of Mr Murphy be crowned with honor.

Frank J. Donahue, chairman of the Democratic State committee, stressed the importance of keeping behind the efforts of both Murphy and Crehan in the work of the district.

Other speakers at the banquet were Ex-Senator Joseph F. Mulhern, Ex-Congressman Joseph F. O'Connell, Representative Leo M. Birmingham of Ward 22, Thomas D. Lavelle, City Councilor Edward M. Gallagher of Ward 22, Charles F. Hurley, State treasurer; Francis X. Hurley, State auditor, and William G. O'Hare, penal institutions commissioner, who represented Mayor Curley.

Also seated at the head table were Representatives Frank Cavanaugh of Cambridge, William Prendergast of Charlestown and Herbert P. Shaughnessey of Roxbury; William T. A. Fitzgerald, register of deeds; Maj Thomas F. Walsh, John Louis Sheehan, Mrs Mabelle M. Kelly, president of the Women's Democratic Club; Capt Samuel Dunlap of the Brighton police, John W. Sullivan, president of the Old North Brighton Associates.

The entertainment was provided by Michael J. Ahearn, Mayor's secretary; John J. Shaughnessey and Mrs Josephine E. Hastings.

Post 1/22/31

ATTACKS TRAFFIC LEAGUE

More Loyal to N. Y. Than to Boston, Says Silverman

Charges that the New England Traffic League was more loyal to New York than to Boston in the fight to obtain fair freight rates here were made last night by Corporation Counsel Samuel Silverman, commenting on the league's opposition to the city's petition before the Interstate Commerce Commission.

USING OWN ARGUMENT

With members of the Boston Port Authority, the corporation counsel accused the league of having felt "a change of heart" in the differential freight rate case and he declared that New England would fight its own battles for freight rates when the hearings are resumed here, Feb. 2.

The league's decision to support New York in opposition to this city was inconsistent, the corporation counsel stated, explaining that in the recent Eastern class rate case, the league advanced the arguments now being pressed by the Port Authority in the pending case.

Silverman's Statement

The official statement of the Port Authority and Corporation Counsel Silverman follows:

"A change of heart evidently has been made by the New England Traffic League. According to the newspapers of yesterday, they are saying that New England's shippers might suffer if the rail differential case brought by the Boston Port Authority and the city of Boston is decided in Boston's favor. Their contention is that abolishment of free lighters in New York might result in higher freight costs for New England.

"They are opposing Boston today, yet only a month and a half ago this same body in another case before the Interstate Commerce Commission, namely the Eastern class rate case, advanced the same position now supported by Boston.

"In this Eastern case the New England Traffic League took a position substantially as follows:

Reason's Not Stated

"They most earnestly sought a lower rail freight rate in recognition of lower terminal costs at New York via water routes, but now they deny to Boston the right to secure the advantages arising from an absolutely identical situation, by reason of its lower terminal costs.

"It is clear that the Traffic League is inconsistent and it is apparent that the real reasons for their change of heart are not contained in their statement of yesterday.

"A close scrutiny of their statement reveals evidence of more loyalty to the port of New York than to the port of Boston.

"This is not a surprising position for an organization which allowed New York and trunk line interests to dictate the policies which they should pursue in the Eastern class rate case, which resulted so unhappily for New England. "Isn't it about time that New England fought its own battles?"

"The city of Boston and the Port Authority are engaged in a bitter struggle with the port of New York for the benefit of the entire New England community. We feel that petty selfish views should yield to broader public interest."

Labor Secretary Doak Guest of City Today

Secretary of Labor William N. Doak, who will be an official guest of the city of Boston today at a breakfast in Hotel Statler, arrived late last night aboard the Senator from Washington.

He went immediately to his hotel with Mrs. Doak and his secretary. The breakfast in his honor will be at 9:15 o'clock this morning, and J. Philip O'Connell, director of public celebrations, will act as the city's official representative.

It is understood that while Secretary Doak is in Boston, he will confer briefly with labor men concerning unemployment. The new Secretary of Labor who succeeded James J. Davis, retired immediately upon reaching his hotel last night, his secretary stating he was tired after the long journey.

TO REPORT BILL FOR WIDENING CENTRE ST.

Following a lively public hearing in the Gardner auditorium, State House, the legislative committee on municipal finance, yesterday voted to report the bill on the widening of Centre street in the Jamaica Plain-Roslindale section. This amends the 1929 act by reducing the width from 100 feet, although the act reported yesterday makes no specific provision as to what the exact width will be, leaving those details entirely to Mayor Curley and the street commissioners.

The change was made necessary because it was found that a widening to the extent of 100 feet would mean taking a large strip from the Arboretum.

Several bills were before the committee yesterday, calling for new widening provisions varying from 60 to 80 feet, and more than 200 residents of the Jamaica Plain and Roslindale sections attended the hearing.

American 1/24/31

CURLEY BUSY ON JOBLESS AID AT CAPITAL

Washington, Jan. 22—Mayor Curley of Boston today took steps to further his unemployment relief program, including establishment of a federal planning board and the immediate sending of surplus American wheat to China.

A busy day confronted the mayor and his party, after he apparently had accomplished his first purpose in impressing leaders of the House military affairs committee with the necessity of leasing Governor's Island to Boston for an airport.

His program included a conference on airport with officials of the National Aeronautics Society, personal call on the Costa Rican minister and a call on the Chinese minister.

This noon he was guest of Senator David I. Walsh at luncheon. At this luncheon the mayor's proposed federal planning board to meet unemployment emergencies in the future was discussed. The plan probably will be laid before Congress in bills by Senator Walsh and Representative McCormack.

The mayor was to pay a courtesy call later in the day on the Irish Free State minister. He plans to return to Boston tomorrow.

TRAVELER 1/22/31

FIN COM HEAD FOR ALIEN DOCTOR BAN

An attack on the employment of doctors in state and city departments who are not citizens of the United States and men not intending to become citizens, was made by Frank A. Goodwin, chairman of the finance commission, at a hearing before the legislative committee on public service on bills to bar aliens and non-residents from public service.

Goodwin said there are two real medical jobs at Long Island Hospital, one the superintendent and the other the assistant, and the superintendent of the hospital is a resident of Manitoba, while his wife is the assistant. Goodwin also said in the state department of mental diseases, 154 physicians get good salaries and 102 are graduates of schools outside Massachusetts, only 52 are Massachusetts graduates and 27 come from outside the United States.

during the year. Evidently the difficulty was not that of the qualifications of the contractors concerned in these cases.

"The chief regrettable factor is that the city felt it necessary to explain only six of the ninety-seven cases where the low bidders were passed up. The explanations which it did give are for the most part ridiculous.

No Continued Policy

"Many of the progressive cities of today wisely make it a statutory or charter requirement that all contracts be let to the lower responsible bidder. 'Responsible' is taken to mean furnishing a valid surety bond for the satisfactory completion of the work. In such cases it is often necessary for the city to make public from time to time after open hearings a list of firms whose work has not been satisfactory in the past. These firms are thus suspended for a time from city work. If it is deemed advisable to favor home firms, a stated per cent of preference for them should be announced.

"At least there should be a definite and public statement of the procedure to be followed. Such is not the case here. In fact it is hard to find any continuity of policy in the matter. Home industry is favored in some cases and not in others. If a blacklist or whitelist exists it is a secret matter in the department. Firms turned down in some cases are favored in others. The whole practice is indefinite and varying, and is seldom explained to the public.

"Over half a million dollars in work was contracted for by the Paving Division without advertising. The excuse most frequently given here is that in order to finish the work in 1930, no time can be taken for advertisement. This would appear nothing more than an admission of poor planning and not as an excuse of shutting out competition in so important a field of city work. Strangely enough some of the contracts are let without advertising, but a few days before or after the bids asked by advertisement for the job were to have been opened. The city solicited the bids by advertisement and then disregarded them."

"What Of It?" Asks Rourke

Commissioner Joseph A. Rourke of the Public Works Department, in his statement, declares that during 1930 his department awarded contracts for streets and sidewalks which totaled \$3,200,000. At the expiration of the year the department had been committed to work which had not been completed, which amounted to \$109,000. That made the total contracts more than twice the amount in any year in the previous history of the city.

"If the methods which are criticized by persons who are in no position to make proper criticism, because they are entirely ignorant of the operation of the Public Works department during the past year, had not been followed," the commissioner said, "the amount of construction work which was done could not have been done, there would have been a far greater number of unemployed men in Boston and conditions would have been such that we would not have been able to provide the modern street paving to which the people of Boston are entitled.

"Surely we ignored the low bidders many times. What of it? In almost every instance we did so because the contractors who submitted the lowest proposals were not in a position to take on additional work and in other instances

we did not care to recognize the low bidders for reasons which it is not difficult to explain.

"Isn't it strange that the Finance Commission which co-operated with us very satisfactorily last year found nothing to criticize in the award of contracts nor, in a few cases, in the character of the work which was done by the contractors. For the first time the Finance Commission had inspectors assigned to contract jobs. They were visible. They did not sneak up on jobs. Because of their excellent assistance the city received last year more value for the dollar expended than for several years."

"Surely I refused to give work to a contractor who had a large amount of work awaiting completion at the end of the administration preceding that of Mayor Curley. I believe that this contractor was allowed one contract and we were obliged to discharge an inspector who permitted the contractor to use less cement in batches of concrete than the specifications demanded. In this case, we were on the job to protect the interests of the taxpayers and we protected them to the limit.

"Then, of course, there were many contracts awarded without advertising towards the close of the year. Had we advertised and awaited the receipt of bids, we would not have been able to complete the work. And the prices that we allowed, based entirely upon prices submitted by the contractors upon similar jobs, were as low, if not lower, than we would have received from other contractors whom he does not class with those to whom we assigned street paving jobs.

"It was the policy of the past administration to award contracts to the lowest bidders and the quality of the work which was done conclusively that this policy was not justified. As far as criticism hits me, it is an old story. During Mayor Curley's previous administration there was a controversy between the Finance Commission and the administration over ignoring of low bidders and awards without advertising. It was our position then and it remains unchanged that our judgment is far better than that of Finance Commission members or of officials of the discredited Goog Government Association.

"We built streets and sidewalks in Boston last year and we plan to continue the work this year. The results speak for themselves and there is no occasion for me to offer any apology for the character of the paving work done in 1930.

"And as for favoring eight particular contractors, I really wish that there were a smaller number because we could then be absolutely guaranteed that all contracts would be completed in strict accordance with specifications."

Low Charges Traffic Rules Are Failure

Garage Official Scores All Expert Planning, with No Progress to Date

Addressing the street commissioners today at a public hearing to determine the imposition of fees for the operation of open-air parking places, in accordance with Chapter 399 of the Acts of 1930, just accepted by the City Council, Samuel L. Lowe, treasurer of the Motor Mart, struck a responsive chord among the fifty or more garage men present when he declared that with all the effort spent in devising traffic regulations in the last ten years, no progress had been made and affairs were just where they were when efforts at scientific regulation started.

Mr. Lowe remarked that the garage people are forced to meet a very heavy competition offered by the city of Boston in permitting cars to be parked on the streets, in back yards and in alleyways. Garages, he declared, are losing at least 25 per cent in revenue by lack of regulations imposed by the city and in lack of enforcement of what rules exist. It was a pity that the city could not progress in the solving of its traffic problem, in view of the activity of the Chamber of Commerce, the street commission, the traffic commission and the mayor. Alternate parking, a suggestion of Mayor Curley, as adopted by the traffic commission, had proved a failure thus far.

Chairman Thomas J. Hurley, one of the five members of the Traffic Commission, laughingly replied to Mr. Lowe with the remark: "Everything is going to be O. K. soon, for we shall have one traffic commissioner instead of five." Mr. Lowe, however, was not convinced.

There were more than a dozen speakers and all were agreed that the Street Commission should not impose a heavy fee on out-doo parking places, as, in their opinion, the law contemplated a normal fee. Burdens already were heavy and any attempt were made to determine a fee by the capacity of each area business would not warrant the additional tax.

AMERICAN 1/23/31 Mayor Curley Off for New York Today

Washington, Jan. 23—Mayor Curley and party planned to leave Washington early this afternoon for New York after the mayor had called on friends at Georgetown and Catholic Universities. The mayor will stop tomorrow in New York on personal business.

TRANSCRIPT 1/23/31

G.G.A. Charges Violation of City Charter

Finds \$1,000,000 in Contracts Not Advertised and Low Bidders Ignored

Asks for an Inquiry

Commissioner Rourke De- clares There Is Good Reason in Every Case on Books

Most serious criticism in years was directed against City Hall by the Good Government Association in its pamphlet, City Affairs, which was issued today. Charges are made that the public is not given a complete account of city contracting, that charter violations are countenanced and that present buying practices are not satisfactory. It is urged that there be an investigation of the whole phase of city buying.

According to the publication, more than a million dollars in contracts during 1930 were not advertised, 100 contracts were not awarded to the lowest bidder, extra-work allowances appear excessive, and little effort is made to explain matters to the citizens. It is charged that small groups of contractors receive most of the work in some departments and that there has been a loss of \$100,000 through not letting to the lowest bidder.

The report created a sensation in City Hall, coming as it did in the absence of the mayor in Washington and at the end of a long period of comparative quiet among the administration's critics. The tone of the criticism resembled that in the old days of both the Good Government Association and the Finance Commission. The only official to make reply was Joseph A. Rourke, commissioner of public works, against whose department the major criticism is directed. The commissioner, making light of the criticism, declared it to be "an effort of this discredited organization to reinstate itself with the intelligent people of Boston."

Commissioner Rourke declared: "Surely we have awarded contracts without advertising and without competitive bidding. I cannot say without examining the records of the department that we have been guilty of all the heinous things which the Good Government Association says that we have done, but assuming that the records as set forth are correct, what of it? In every case we had a reason and a very excellent reason."

Importance of Publicity
The Good Government Association's al-

legations are under separate headings, prefaced by the following statement:

"The manner in which the city of Boston contracted for more than \$11,000,000 worth of material, supplies, and work in 1930 is of vital importance to every Bostonian. Honest, business-like buying saves city money, restrains the rising tax rate, and stimulates the confidence of the citizen in his public servants; unbusiness-like or questionable purchasing can waste public funds, swell the tax rate, and destroy the citizen's confidence in his government."

"Consequently, every citizen has an unassailable right to demand complete publicity in the letting of contracts—in information which comprises the chief means by which he can be certain that the city government is conducted as it should be. The wise administrator will go even beyond the bare requirements of law and take special pains to inform the public, for only in that way can suspicions of favoritism, unfairness, and graft be prevented."

"City charters generally recognize the importance of such publicity and require that it be given. In Boston the charter specifically charges that all advertising with reference to contracts for work, materials, or supplies shall appear exclusively in the City Record; that all contracts on one thousand dollars or more, with the names of the bidders and the amount of the bids shall be published in it as awarded; and that no permission to dispense with advertising shall be given by the mayor unless a signed statement, with the reasons for not inviting bids by advertisement, is printed in the Record."

"Past issues of our publication have shown that the City Record is being wastefully edited and used for selfish and party purposes. Those in authority have made no real effort to remedy the situation. From our study of the city's buying in 1930 a far more serious indictment of the publication appears. It does not even fulfill its chief purpose—that of giving complete information concerning contract letting."

"Notable among its shortcomings in 1930 is its failure in some cases to give the names of all bidders, the amount of all bids and awards, or detailed reasons for dispensing with advertisement for bids. Open contracts openly awarded are not possible when this charter violation is permitted in any case."

Case Left to the Reader

The Good Government Association's charges are also prefaced by an editorial article in which is the statement:

"Besides pointing out the incomplete publicity and making some general suggestions, we are not at present making any charges. This issue simply presents the facts gleaned from the City Record. The rest we leave to the judgment of the reader."

"The answer may be made to our findings that owing to the unemployment situation an extra large program of construction was carried on, and that low bidders were refused contracts and work let without advertising to hasten the work in 1930. This, of course, cannot explain giving the refused contractors other work, or letting without advertising but a few days before bids were to be opened. Efficient planning would have saved the time necessary."

"No city administration should attempt more work than it is capable of administering efficiently by regular, long-recognized business means."

How Contractors Fared

The pamphlet goes on to say:

"Seventy-four contracts in the Paving Division, totaling approximately \$1,819,000, were studied. Of the seventy-four contracts, thirty-two, a little less than half, were awarded to other than the lowest bidder. Allowances for extra work amounted to roughly \$65,000, and contracts let without advertising to well over half a million. Eight contracting firms received more than half the total of the contracts."

"Contractor A received three large contracts, totaling more than \$175,000, though he was low bidder on only one of them. His allowance for extra work totaled over \$2000, and work given him without advertisement amounted to about \$185,000—a grand total for him of over \$363,000, plus indefinite amounts."

"Contracting firm B received four contracts for over \$108,000 in spite of the fact that it was low bidder on none of them. Allowances on extra work were nearly \$15,000, and contracts let without advertising over \$47,000—some \$170,000, plus contracts for indefinite amounts."

"Contractor C received six contracts on one of which he was not the low bidder. Extra work on the contracts totaled approximately \$9500 and contracts received without advertising nearly \$50,000—about \$123,000 in addition to contracts for indefinite amounts."

"Contractor D likewise received six contracts, on five of which he was low bidder. Extra allowances and contracts not advertised bring his total to more than \$133,000, plus contracts of indefinite amounts."

"Eight contractors receiving work with the division were low bidders on none of the fourteen contracts received."

For Sewerage Works

"Many more examples of spectacular successes could be given in this and other divisions should space permit. In contracts for sewerage works, where 101 contracts were studied, again eight contractors received more than half the work. The leading firm was low bidder on none of its contracts."

"It is a singular occurrence that oftentimes a contractor would lose one or more contracts even when he was low bidder and yet would receive one or more contracts when he was not the low bidder."

"No one will deny that in some cases allowances for extra work are entirely justified. Charges in specifications, unforeseen difficulties, and emergency situations may create a real need for them. It would seem, however, from the City Record account that much work of known quantity which could be foreseen is termed extra work and awarded to the successful contractor doing the job. As an example, sidewalks and curbing are termed extra work on some paving jobs. Obviously, in such cases the work should either be made a part of the original proposal or the subject of another contract. In either case it would be the subject of competitive bidding and not a grant of extra work allowance."

Not Lowest Bidders

The G. G. A. pamphlet, in discussing "contracts not let to the lowest bidders," says that 100 contracts thus let were studied:

"Of the firms failing to receive contracts when they submitted the low bid, eighteen were awarded twenty-four contracts in all when they were not low bidders. Over half the firms which were refused contracts even though they were low bidders, received other city contracts"

HERALD 4/23/31

FAVORS BOSTON AIRPORT BILL

House Committee Pays
High Tribute to Mayor by
Immediate Action on Plea

GOVERNOR'S ISLAND PROJECT ASSURED

[From Herald Washington Bureau]

WASHINGTON, Jan. 21.—The acquisition of Governor's island by the city of Boston for development of its airport became assured today after Mayor Curley made a personal plea at a specially called meeting of the subcommittee on real estate of the House military affairs committee. The body broke all precedent by then and there voting unanimously to report the bill favorably.

Members of the Massachusetts delegation in Congress, headed by Representative John W. McCormack, who has been leading the fight for the airport project, were confident that they would be able to bring the question before the House for action within a few weeks either by unanimous consent or by suspension of the rules.

CITES AID TO JOBLESS

During the hearing Mayor Curley not only convinced the members of the committee of the benefits to an already booming airport, but impressed them with the helpful effect on the unemployment situation to be expected from one program of improvement which would be started just as soon as Congress authorized the war department to release the island to Boston, subject to return in case of military need.

The mayor's description of how Boston is handling its unemployment problem so as to fare better than most other parts of the country led to further questioning by committee members from other states, who expressed much interest on that point.

The mayor also discussed the question of an available site in Boston for an army hospital and received a favorable response. Chairman W. Frank James of Michigan requested him to present detailed information to the committee.

MEETS HOUSE MEMBERS

After the hearing Mayor Curley went on to the floor of the House, of which he was once a member, and renewed friendships. Later in the day he discussed with Senator Walsh measures which he is sponsoring for a federal industrial planning board, Mississippi flood control and aid for veterans' widows and children. He plans further conferences on those subjects tomorrow with other senators and officials in Washington.

Accompanying the mayor on his trip to the capital were William P. Long, chairman of the park commission, which has jurisdiction over the airport; Peter F. Tague, chairman of the board of election commissioners; Thomas J. A. Johnson of the Port Authority; his

AMERICAN 4/23/31

For a Greater Boston

Suburbs Ultimately Must Come in for Their Own Good

Sooner or later the city of Boston must become Greater Boston, with a population of 2,000,000 people.

World prestige and the self-interest of these cities and towns in the most populous area of the United States require it.

Size counts in this world of ours.

The joint strength of a Greater Boston with a population of 2,000,000 can attract industry, can promote world trade, can acquire a more complete recognition of its rights in national affairs than any one of these cities and towns acting as an independent and separate unit could achieve.

The Greater Boston would avoid waste and duplication of energy.

The health of the people, for example, is a matter of common concern. And how much better it would be to have the public health administered, or an epidemic combated, by an efficient, well-informed central council of health than by resort to the expenses and vagaries of a score of local health departments without a common plan of their own!

It is dangerous and wasteful that a man whose house is burning must wait for the apparatus to come from his own city or town when there is a fire station across the boundary a few rods away.

In the same way, school, water and sewage facilities could be joined and the convenience of the people accommodated with a saving of expense to them.

This merger of interests and facilities with so many evident advantages can be effected by a consolidation of the cities and towns. It can be accomplished by the formation of a board of policy, in which every city and town would have adequate representation without sacrifice of any of its inherent independence and local pride.

Mayor Curley and Professor Beale of Harvard have both presented plans for it to the Legislature.

The legislators will hear opposition to both plans, but they should be careful to detect whether the opposition is intended to be for benefit of the people as a whole or for the benefit of local jobholders who fear that any merger might cause them the loss of their jobs.

secretary, Cornelius A. Reardon; his daughter, Miss Mary Curley, and Miss Loretta Bremner of Chicago, fiancée of James M. Curley, Jr., who died recently.

TRANSCRIPT 1/23/31

City and State Welcome Labor Head



Scene at Boston Official Breakfast

Secretary of Labor William N. Doak, Who Arrived in Boston This Morning to Address Two Meetings, Sits at the Left, with Acting Mayor Joseph McGrath in the Centre and Governor Elbridge D. Spaulding at the Right

GROVES 1/23/31

MAYOR CURLEY WINS UNANIMOUS REPORT

The Boston Mayor enlarged on the possibilities of landing space and runways for airplanes, saying the Governors Island Airport has "possibilities for handling the largest planes now in use or foreseen in the near future."

House Military Affairs Committee Approves Transfer of Governors Island to City for Airport

By CHARLES S. GROVES

WASHINGTON, Jan 21—Mayor James M. Curley was before the House Military Affairs Committee today in support of the proposition for the transfer of Governors Island from the War Department to the city of Boston for airport purposes.

The committee voted unanimously, after hearing the Mayor, to favorably report a speedy transfer of the island to the city is expected.

Mayor Curley of Boston appeared before the committee and asked approval of the James bill, so Boston might proceed with the development of the "most accessible airport to any large city in the world."

Mayor Curley testified \$25,000,000 already had been spent by the city and private interests to develop the airport. With completion of a tunnel

from the heart of the city to Porter st, East Boston, he added, the airport would be within three to five minutes of the Boston financial center.

Not since the Civil War, Curley said, has Governors Island been of any use for offensive or defensive military purposes. He added, however, that the proposed lease by the War Department would contain a revocation clause by which the Government could take over the island in war time.

Work for 10,000 Men

Contemplated construction, Mayor Curley testified, would provide work to "make possible the absorption of 1000 men, from six months to a year." Regardless of Congressional action on the lease, the Mayor added, the city would continue its work on the \$16,000,000 tunnel to Porter st, for which bids are to be opened Feb 27. In addition, he testified, the city proposes to spend \$500,000 for the widening of Porter st.

Boston in the Air



NO doubt you have read a bit here and there about the proposed enlarging of the Boston flying field so that it will be a real airport. The proposal is to lease Governor's island from the United States government, cut down the hill on the island, use this earth for filling in between the present flying field and the island and making the whole into the best airport in America.

Word comes from Washington that Mayor Curley has succeeded in persuading the House of Representative sub-committee on military affairs that we should have the island. It is reasonable to expect that the measure will be carried in the House and Senate and that the President, who is favorable to the project, will sign the bill.

Mayor Curley pointed out that the city and private enterprise have spent \$25,000,000 to develop the airport and that we are to build a \$16,000,000 tunnel to East Boston, even if we do not get Governor's island. If we do get the island, it means at least six months' work for about 1000 men.

Is the Boston airport worth all this expenditure? It is, for a number of reasons. Business at the port this year or next year or the year after may not justify the spending of so much money, but just so sure as you are reading these words, it will not be long before Boston will reap huge benefits from having an unexcelled airport.

Boston is the natural air gateway to America. Boston is even now the eastern terminus of the transcontinental airway. Boston's airport is most accessible to the city of any in the country and when the tunnel is completed will be even more so.

Developing our airport right now is a piece of excellent civic judgment. Important though it is that the project will supply jobs to many men, this fact is relatively trivial when one considers the tremendous returns to be realized just simply because we have made such a port.

The Boston Traveler cannot too strongly recommend that serious consideration be given to the erection of a dirigible mooring mast and equipment for servicing smaller lighter-than-air craft. And, equally important, we should have immediately, before this summer, a flying-boat service station of large proportions to care for an ever-growing traffic, particularly between the rest of the country and New England vacation resorts.

Mayor Curley did well to go down to Washington and speed up this program.

TAMMANY CLUB BALL ON 26TH

Gov. Ely and Staff Accept Invitations to Hotel Bradford Affair

More than 5000 persons are expected to attend the 30th annual ball of the Tammany Club of Boston, which will be held at the Hotel Bradford, next Monday evening.

Gov. Ely, his staff, and many notables in political circles have accepted invitations to be present. The ball is considered one of the major social events of the Democratic party in the state. The Tammany Club was organized by Mayor James M. Curley.

Invitations have been extended to Alfred E. Emith, Gov. Roosevelt of New York, Senator David I. Walsh, Senator-elect Marcus A. Coolidge, Dist.-Atty. Foley, and many other leaders.

A vocal and instrumental program has been arranged with local theatrical talent taking part. The Sinclair post, A. L., and the Fusileers have announced that they will send delegations to represent their organizations in the grand march, which will be directed by Patrick J. Anglin.

The committee includes Asst.-Dist.-Atty. Gillen, president of the club; John J. Curley, chairman of the executive committee; former Representative Patrick J. Sullivan, Edward J. Connors, Thomas Walsh, Henry A. Drury, and James E. Norton.

Frederick Harrington, Mary A. Murphy, Vernie Harrington and Helen Murphy are on the entertainment committee.

WARD 21 DEMOCRATS FETE JOHN F. MURPHY

John F. Murphy, recently elected representative from ward 21, Allston was guest of honor last night at a banquet in the new Brighton High school auditorium under the auspices of the Ward 21 Democratic Club.

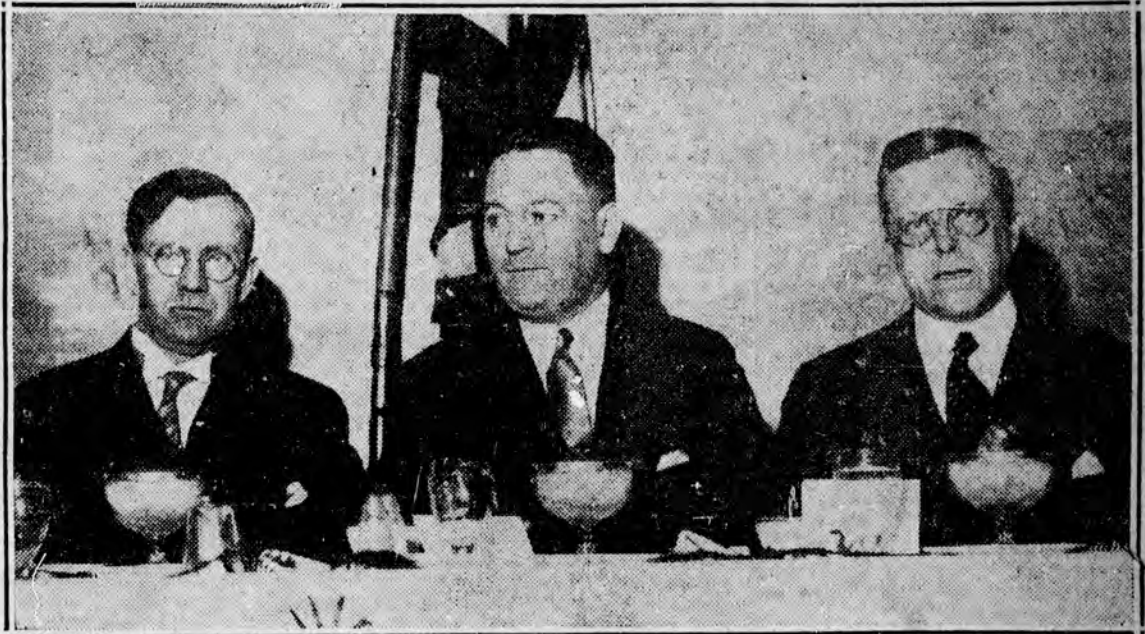
Speakers were John J. Crehan, club president; former Senator David B. Shaw, toastmaster; Paul Tierney of Westfield, who brought the greetings of Gov. Ely; William G. O'Hare, commissioner of penal institutions, who represented Mayor Curley; Francis J. Donahue, chairman of the Democratic State Committee; Francis X. Hurley, state auditor, and Representative Leo M. Birmingham.

Mr. Crehan presented Representative Murphy with a watch and chain.

GLOBE 4/23/31

SECRETARY DOAK THINKS BUYING MOVE IMMINENT

Inventories of New York Department Stores Reported as Only 30 Percent of Normal



LEFT TO RIGHT, SECRETARY WILLIAM N. DOAK, ACTING MAYOR JOSEPH McGRATH AND GOV ELY

A Department of Labor survey of New York department stores shows their inventories are down to 20 or 30 percent of normal, and similar surveys give weight to the idea of an imminent buying movement that will generally stimulate business recovery, Secretary of Labor William N. Doak believes.

This was part of his hopeful message to 40 city and railroad union officials, at a breakfast tendered him this morning at the Statler by Acting Mayor Joseph McGrath, in the name of the people of Boston. On his first official visit since President Hoover appointed him, Mr Doak is in Boston today as guest of the State Federation of Woman's Clubs. Gov Ely attended the breakfast and greeted the visitor.

Secretary Doak praised the Nation's employers for following the President's suggestion at the outset of the existing depression, against "resorting, as has been the practice in past depressions, to the false premise that the first thing to do in such an emergency is to reduce wages.

"There have been very few reductions, and none of major importance, and this fact stands out as a monument to the business men of the country. Both parties in the conference in which his idea was originally proposed have acted admirably throughout the present situation, the proof of which is that we have seen very little indus-

trial strife throughout its course," Secretary Doak said.

"Be Sports; Support Officers"

Asking indirectly for an improved, nonpartisan support of the President in dealing with the multiple problems that confront him, Secretary Doak said: "I have been in my day a partisan. But I have always believed in and acted upon the principle that when the people elect their officers, each of us should be sports enough to support those officers—that's my ticket!"

Secretary Doak, formerly an official of the Brotherhood of Railroad Trainmen, expressed personal gratefulness to a group of local men affiliated with that organization who were present this morning for their aid in putting him into the vice presidency of that brotherhood and thus in a position from which he was picked by Mr Hoover for the Labor portfolio. He voiced hearty praise, also, for the efforts of the A. F. of L. leaders in behalf of their constituency.

Other speakers were Gov Ely, Acting Mayor McGrath, Ex-Dist Atty Thomas C. O'Brien, counsel for the brotherhood's local branch; Pres J. Arthur Moriarty of the Boston C. L. U., and Charles G. Wood, local Federal Commissioner of Conciliation.

Director of Public Celebrations J. Philip O'Connell arranged the affair.

TRANSCRIPT 4/23/31 Mayor Curley Talks with N. A. A. Officials

Special to the Transcript:

Washington, Jan. 22—Mayor James M. Curley of Boston held a number of conferences here today. He discussed with officers of the National Aeronautical Association the plans for the airport on Governor's Island. At one o'clock, he was scheduled to have luncheon with Senator David I. Walsh, at which time he will explain in further detail his project for a Federal planning board, to stabilize employment in the future. This afternoon at three, he will call at the legation of the Irish Free State. Mayor Curley and his party expect to return to Boston tomorrow.

McKEN

MAYOR CURLEY ON HIS WAY TO BOSTON

Sure Governors Island Bill Will Pass

Long Will Instal Amplifier System at Airport Here

By CHARLES S. GROVES

WASHINGTON, Jan 22—Mayor Curley and his fellow city officials left Washington for Boston tonight, satisfied the main purpose of their visit to the capital, hastening the transfer of Governors Island from the War Department to the city, had been accomplished. Yesterday, after hearing the Mayor, a subcommittee voted to report at once to the full Committee on Military Affairs the passage of the bill, providing for the transfer.

The Mayor and his party visited Catholic University today and made courtesy calls at the French, Chinese and other embassies.

Senator Walsh of Massachusetts entertained Mayor Curley and his associates at luncheon in the Senate restaurant.

Mayor Curley had a conference with Senator Shipstead of Minnesota, and discussed the Mississippi River Valley development project, in which both are keenly interested.

Airport Amplifiers

Park Commissioner William P. Long, a member of the group, after conferences with aviation authorities here and inspection of the local airport, announced he would begin the installation at once of a public address system at the Boston Airport with amplifiers at strategic points near the various hangars so that announcements from the administration building could be heard by spectators at any part of the field.

Commissioner Long proposes to have continuous announcements, when there is any flying, for the benefit of the crowds which visit the field, especially on Saturdays and Sundays.

Will Describe Planes

The announcer will describe what planes are in the air, who their pilots are and the kind of maneuvers they are executing.

He will also tell in a popular vein, about the chief characteristics of the various types of planes.

Commissioner Long was much impressed with the popularity of such a program which is provided at the Washington Airport. At times when no ships are taking off or landing musical selections are put on the air through the amplifiers for the entertainment of the visitors. The announcements answer questions which naturally occur to the crowds, most of whom do not know much about aviation, and according to Commissioner Long, will do much to help spread general interest in aviation.

CURLEY WAR ON MASH STARTLES HEARERS

Must Not Clog Sewers, Says Bilodeau, for City

Legislator Asks What Home-Brew People Can Do With It in Safety

Mayor Curley's anti-mash campaign ran into a snag at a hearing before the Legislative Committee on Public Safety yesterday, when the members demanded that Judge Thomas R. Bilodeau, legislative counsel for the city of Boston, tell them how he thought the people should dispose of the mash of their home-brew.

Judge Bilodeau attended the hearing to urge passage of legislation sought by Mayor Curley to permit municipalities to restrict the depositing of materials in sewers. The judge was making a routine explanation of the bill and the committee and spectators were giving mild attention when the judge mentioned the matter of mash.

Instantly there was a shifting of chairs as everyone sat up to take notice.

"I wish to call attention to the amount of mash thrown in the sewers, an amount so large as to tend to clog the sewers and prevent proper operation," the judge explained.

"What would you have the people do with the mash?" a committeeman asked.

"I don't know, but they shouldn't be allowed to throw it into the sewers," he replied.

"You wouldn't want the people to be forced to throw it in the garbage container so that all the neighbors and the collectors as well would know they were making brew, would you?" another member of the committee inquired.

But the Mayor's representative reiterated the belief that regardless of where the material is deposited it should not be allowed in the sewers.

Judge Bilodeau went on to point out the menace of throwing gasoline and oils into sewers, while many in the room silently pondered over the latest threat against what some have called America's favorite home enterprise.

The committee took the matter under advisement.

CENTRE-ST WIDENING BILL PASSES SENATE

To Drop Width Restriction —Measure Goes to House

Latter Authorizes Town to Help on Watertown Founders' Memorial

The bill for the widening of Centre St in the Roslindale-Jamaica Plain section was advanced through all its stages by the State Senate yesterday and passed to be engrossed. To accomplish this the rules had to be suspended, which was done on motion of Senator Wragg of Needham. The bill amends the act of last year by removing the restrictions on the width of the street.

The measure was later sent to the House, where it was given its first reading.

The House of Representatives passed to be engrossed the bill to authorize the town of Watertown to pay a portion of the cost of the erection of a memorial to the founders of the town.

The Legislative Committee on Public Safety reported favorably yesterday afternoon on two bills of Representative Lewis R. Sullivan of Boston. One further regulates the speed of motor boats operated near bathing beaches, wharves, landings and anchorages by reducing the speed from 10 to seven miles an hour. Another bill prohibits the operation of motor boats by children under 16 years of age.

The committee reported "reference to the next annual session" on Representative Sullivan's petition for legislation to require sailboats and rowboats in Boston Harbor to display lights at night.

The Legislative Committee on Municipal Finance reported "leave to withdraw" on the petition of Mayor Curley of Boston to authorize the city to borrow money for emergency purposes, under approval of a board to be composed of the Attorney General, State Treasurer and the director of the Division of accounts.

Thomas A. Bilodeau of the city law department appeared before the legislative committee on public health yesterday with a bill to prohibit such disposal of the residue from the household breweries. He explained to the committee that the mash is causing congestion of a most serious kind in the flowage of the sewers.

"Where would you have them throw it?" asked a member of the committee, and when Judge Bilodeau appeared to be perplexed for an appropriate answer, the questioner continued:

"You wouldn't require a citizen to put it in the general rubbish can in the garage, so that all the neighbors would know that he indulges in making a little for himself and his friends at home, would you?"

"I don't care where he throws it," replied Bilodeau, "but we want it kept out of the sewers."

The committee took the matter under advisement.

BAR BEER MASH IN CITY SEWERS

Home Brewers Blocking Them Up, Say Officials

Boston "home-brewers" must stop throwing their mash into the sewers. That is the edict of Mayor Curley and the city authorities and Judge

CITY BUYING PROBE SOUGHT BY G. G. A.

Pamphlet Charges Reports Are Unsatisfactory

Charging that the public is not given a complete account of city contracting, that charter violations are countenanced, and that present buying practices are not satisfactory, the Good Government Association in its pamphlet, "City Affairs" for this month calls for an investigation of the whole phase of city buying.

CHARGES MADE

According to the publication over a million dollars in contracts in 1930 were not advertised, one hundred contracts were not awarded to the lowest bidder, "extra work" allowances appear excessive, and little effort is made to explain matters to the citizens.

Paying particular attention to the paving division, the association states that in 74 contracts studied totalling approximately \$1,819,000, 32 were not awarded to the lowest bidder. Allowances for extra work are said to exceed \$65,000 and contracts let without advertising over half a million in that division. Eight contractors, it is charged, received over half the paving work studied.

One contractor who was low bidder on only one of his three contracts is said to have been given more work without advertising than with competitive bids and to have done more than \$369,000 in work for the department.

Another contractor is said to have received four contracts, totalling more than \$108,000, although he was low bidder on none of them.

Eight contractors receiving work with the division are alleged to have been other than low bidders on the 14 contracts they received.

\$100,000 LOSS SEEN

Commenting on the hundred contracts not let to the low bidder, the pamphlet states: "The indicated loss to the city exceeded \$100,000. The chief regrettable factor is that the city felt it necessary to explain only six cases."

In the matter of contracts let without advertising, one article reads: "The city of Boston, however, purchased labor, materials, and supplies in excess of one million dollars in 1930 by contracts let without advertising. Sidewalks, pavement, sewerage works, furniture, dishes, automobiles, signal lights, sand, loam, fireworks, collection of garbage, painting, roofing, and a myriad of other supplies, materials, and labor were purchased by this method. Some of the purchases were clearly legitimate; many it would seem might well have been made subject to open competition."

Stating that "by far the most serious aspect of the situation is the incomplete account presented to the public," the association calls for greater publicity in buying and a general investigation of the whole matter.

Public Works Commissioner Joseph A. Rourke, against whose department the major criticisms of the Good Gov-

ernment Association were directed, read a synopsis of the criticisms, this noon, and characterized it as "an effort of this discredited organization to reinvigorate itself with the intelligent people of Boston."

"Surely we have awarded contracts without advertising and without competitive bidding," said Commissioner Bourke. "What of it?"

"I cannot say without examining the records of the department that we have been guilty of all the heinous things which the Good Government Association says that we have done, but assuming that the records as set forth are correct, what of it?"

"We have awarded contracts without advertising and we have awarded a lot of contracts to bidders who did not file the lowest proposals. In every instance we had a reason, and a very excellent reason."

"During 1930 the public works department awarded contracts for streets and sidewalks which totalled \$3,200,000. At the expiration of the year we had been committed to work which had not been completed which amounted to \$109,000. That makes the total contracts for the year more than \$3,300,000, or more than twice the amount in any year in the previous history of the city."

ASSAILS CRITICS

"If the methods which are criticised by persons who are in no position to make proper criticism, because they are entirely ignorant of the operation of the public works department during the past year had not been followed, the amount of construction work which was done could not have been done, there would have been a far greater number of unemployed men in Boston and conditions would have been such that we would no have been able to provide the modern street paving to which the people of Boston are entitled."

"Surely we ignored the low bidders many times. What of it? In almost every instance we did so because the contractors who submitted the lowest proposals were not in a position to take on additional work and in other instances we did not care to recognize the low bidders for reasons which it is not difficult to explain."

"Isn't it strange that the finance commission which co-operated with us very satisfactorily last year found nothing to criticize in the award of contracts nor, in a few cases, in the character of the work which was done by the contractors. For the first time the finance commission had inspectors regularly assigned to contract jobs. They were visible. They did not sneak up on jobs. Because of their excellent assistance the city received, last year more value for the dollar expended than for several years."

"Surely I refused to give work to a contractor who had a large amount of work awaiting completion at the end of the administration preceding that of Mayor Curley. I believe that this contractor was allowed one contract and we were obliged to discharge an inspector who permitted the contractor to use less cement in batches of concrete than the specifications demanded. In this case, we were on the job to protect the interests of the taxpayers and we protected them to the limit."

"Then, of course, there were many contracts awarded without advertising toward the close of the year. Had we bidders, we would not have been able to complete the work. And the prices that we allowed, based entirely upon prices submitted by the contractors upon similar jobs, were as low, if not lower, than

we would have received from other contractors whom we do not class with those to whom we assigned street paving jobs."

CONTINUED POLICY

"It was the policy of the past administration to award contracts to the lowest bidders and the quality of the work which was done shows conclusively that this policy was not justified. As far as criticism hits me, it is an old story. During Mayor Curley's previous administration there was a controversy between the finance commission and the administration over ignoring of low bidders and awards without advertising."

"It was our position then, and it remains unchanged, that our judgment is far better than that of finance commission members or of officials of the discredited Good Government Association. We built streets and sidewalks in Boston last year, and we plan to continue the work this year. The results speak for themselves, and there is no occasion for me to offer any apology for the character of the paving work done in 1930."

"And as for favoring eight particular contractors, I really wish that there were a smaller number, because we could then be absolutely guaranteed that all contracts would be completed in strict accordance with specifications."

HOUSE ADOPTS CENTRE ST. BILL

The bill for the widening of Centre street, between the Jamaica way and Roslindale square, was pushed through the House of Representatives today under suspension of the rules and without a record vote. It had gone through the Senate yesterday in a similar way so that it will be ready for enactment and presentation to the Governor, Monday. The bill strikes out from the 1929 law any mention as to the width of the street and leaves that to the mayor of Boston and the street commissioner.

WOULD AUTHORIZE CITY FOR COMPLETE FIRE INQUIRY

A bill to permit local authorities to make as complete an investigation of the cause of fires as is conducted by the State Fire Marshal was urged yesterday before the Legislative Committee on Public Safety by Judge Thomas H. Bilodeau, representing Mayor Curley.

Judge Bilodeau said the bill was introduced because it was found after a recent "art" fire on Newbury at that the Boston fire commissioner did not possess authority to make a complete investigation.

GLOBE 1/23/31

HOME BREWERS CLOGGING SEWERS

City Foreman Asks Them Not to Use Household Drains For Mash

An appeal to makers of home brew to dispose of the resultant mash by throwing it into ash barrels or other containers, instead of into household drains, was made by Robert J. Pumphret, forman of the city sewer Division's Albany-st yard, this afternoon.

Foreman Pumphret's superior, Division Engineer Thomas F. Bowes, has moved in another direction, namely, through a petition filed yesterday in the Legislature by Judge T. R. Bildeau, the city's legislative agent, which it is hoped will restrict this practice, so costly to the taxpayers at large.

Makers of home brew in the populous centers of the city, like the North, South and West Ends, South Boston, East Boston and Roxbury, in ever-increasing numbers are getting rid of their mash by way of household drains.

These drains somehow get the mash out of the house. But the trouble for the city forces starts when the mash gets stalled in the sewer manhole nearest the house where it is deposited. Here its weight and general unwieldiness causes it to settle gradually at the bottom of the manhole.

Weekly deposits of this substance pile up until finally the manhole out-

let to the main sewer-system is clogged, and the sewer, stagnated by this odoriferous load, is out of commission altogether.

Then the police or some irate neighbor telephones the Albany-st yard and a group of laborers, now assigned to this special duty, are obliged to open the manhole and either dig or flush out them mash.

The high-powered fumes from the mash are not enjoyed by the workmen. The stuff just smells out loud, they say. They put long poles into the mess, stir it up and, with a steady play of water through a hose attached to the nearest hydrant, manage, after working several hours, to free the manhole.

Perhaps in another month or two this troublesome process must be repeated on the same manhole. All this trouble and extra cost would be avoided, foreman Pumphret says, if home-brewers would throw the mash in the ash barrels and cover it with a sprinkling of ashes.

Foremen at the city's two other yards of the sewer division, covering all sections of the city except those already named, report little trouble from this source. The presumption is residents of these sections buy their stuff ready-made.

IS PASSED BY HOUSE FOR SIGNATURE

Rules Suspended as They Were in Senate to Speed Project and Aid Jobless

The \$1,100,000 Center st. widening measure passed the House quickly today under suspension of the rules, as it passed the Senate yesterday, and it is expected will be signed by Governor Ely on Monday.

Besides providing employment to hundreds of men, this project will facilitate the passage in and out of the city of thousands of vehicles daily and will greatly improve national highway No. 1, the Maine-Florida route, Rep. George P. Anderson of the Back Bay said, explaining the bill to his colleagues.

TERMS OF BILL

Under the terms of the bill, Centre st., in Jamaica Plain and Roslindale will be reconstructed and widened by the Boston Street Commissioners, subject to the approval of Mayor Curley.

The width, controversy over which has delayed the project for two years or more, is left to the city, but it is understood it will be 80 feet.

ARBORETUM SAVED

The original measure, passed in 1929, provided for not less than 100 feet and this met with serious objection, partly because it would mean taking a large slice off the Arnold Arboretum.

The new street will be a highway and not a parkway as residents of the district had requested. The parkway plan was objected to by residents of other parts of Roslindale because it would throw all truck travel on Washington st.

Post 1/23/31

MORE WORKING THAN IN 1921

Increase of 6,000,000 in United States

Professor Summer H. Schlichter, of the Harvard School of Business Administration, speaking at Mayor Curley's conference of economic experts at the Parker House yesterday, declared that at present there are 6,000,000 more workers employed in the United States than there were 10 years ago.

The last decade, he said, had been one of unprecedented occupational shifting,

stating that 4,000,000 dropped out of agriculture and 450,000 gave up manufacturing business. But they went into such business enterprises as hotels, restaurants, banks, beauty shoppes and gasoline filling stations, he said, declaring that industry has shown a tremendous power to absorb labor.

The Harvard expert disagreed with economists who blamed inventions and labor-saving devices for unemployment, expressing the personal belief that machinery had increased employment.

Secretary of Labor William N. Doak addressed the college economists and urged them to evolve a plan through which capital, management and labor could more equitably participate in the distribution of mass production. City Auditor Rupert S. Carven presided at the meeting, because of Mayor Curley's absence in Washington.

"RESULTS SPEAK FOR THEMSELVES"

Defends Awarding of Contracts Without Advertising



JOSEPH A. ROURKE
Public Works Commissioner

"An effort of a discredited organization to reinstate itself," was the comment of Public Works Commissioner Joseph A. Rourke, after reading a synopsis of the Good Government Association attack on the administration, with particular reference to Mr Rourke's department.

Mr Rourke admitted the charge of contracts awarded without advertising and without competitive bidding, and asked, "What of it?"

"I cannot say," said Mr Rourke, "without examination of the records of the department that we have been guilty of all the heinous things charged by the Good Government Association, but assuming their records are correct . . . what of it?"

"We have awarded contracts without advertising and we have awarded a lot of contracts to bidders who did not file the lowest proposals. In every instance we had a reason and a very excellent one.

"During 1930 the Public Works Department awarded contracts for streets and sidewalks which totaled \$3,200,000. At the expiration of the year we had been committed to work which had not been completed which amounted to \$109,000. That makes the total contracts for the year more than \$3,200,000, or more than twice the amount in any year in the previous history of the city."

According to Commissioner Rourke if the methods criticised had not been in operation it would have been impossible to have accomplished so much work, there would have been a far greater number of unemployed in Boston and conditions would have been such that the city would not have been able to provide the modern street paving to which the people are entitled.

Regarding the charge of ignoring low bidders, the commissioner said that it was done, but that in almost every instance low bidders were not in a position to take on additional work, and in the other cases "We did not care to recognize the low bidders for seasons which are not difficult to explain," he said today.

No Fin Com Criticism

Commissioner Rourke remarked that it was strange that the Finance Commission, which cooperated satisfactorily with the city last year, found nothing to criticize in contract awarding, and he also said that for the first time the Finance Commission had inspectors regularly assigned to contract jobs and because of their assistance, he said, the city received last year

more value for the dollar expended than for several years.

"Surely I refused to give work to a contractor who had a large amount of work awaiting completion at the end of the administration preceding that of Mayor Curley," said Commissioner Rourke. "I believe that this contractor was allowed one contract and we were obliged to discharge an inspector who permitted the contractor to use less cement in concrete than the specifications demanded. In this case we were on the job to protect the interests of the taxpayers and we protected them to the limit.

"Toward the end of the year many contracts were awarded without advertising because to await advertising and receipts of bids would have meant that the work could not have been completed and the work was done as low, if not lower, than on similar advertised work.

"It was the policy of the last Administration to award contracts to the lowest bidders, and the quality of the work which was done shows conclusively that this policy was not justified. As far as criticism hits me, it is an old story. During Mayor Curley's previous administration there was a controversy between the Finance Commission and the Administration over ignoring of low bidders and awards without advertising. It was our position then, and it remains unchanged, that our judgment is far better than that of Finance Commission members or of officials of the discredited Good Government Association.

"Results Speak"

"We built streets and sidewalks in Boston last year and we plan to continue the work this year. The results speak for themselves and there is no occasion for me to offer any apology for the character of the paving done in 1930.

"And as for favoring eight particular contractors, I really wish that there were a smaller number, because we could then be absolutely guaranteed that all contracts would be completed in strict accordance with specifications."

Mayor Curley has not yet returned to City Hall from his trip to Washington.

GOO GOO WANTS PROBE OF CITY'S BUYING

Charging that the public is not given a complete account of city contracting, that charter violations are counted

nanced and that present buying practices are not satisfactory, the Good Government Association in its pamphlet, "City Affairs," for this month calls for an investigation of the whole phase of city buying.

According to the publication "over a million dollars in contracts in 1930 were not advertised, 100 contracts were not awarded to the lowest bidder, 'extra work' allowances appear excessive and little effort is made to explain matters to the citizen."

Paying particular attention to the Paving Division, the association states that in 74 contracts studied, totaling approximately \$1,819,000, 32 were not awarded to the lowest bidder. Allowances for extra work are said to exceed \$65,000 and contracts let without advertising over half a million in that division. Eight contractors, it is charged, received over half the paving work studied.

"One contractor who was low bidder on only one of his three contracts is said to have been given more work, without advertising than with competitive bids, and to have done more than \$369,000 in work for the department.

"Another contractor is said to have received four contracts totaling more than \$108,000, although he was low bidder on none of them.

"Eight contractors receiving work with the division are alleged to have been other than the low bidders on the 14 contracts they received."

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Stating that "y far the most serious aspect of the situation is the incomplete account presented to the public," the association calls for greater publicity in buying and a general investigation of the whole matter.

1/24/31

HERALD 1/24/31

Bids Asked for Two-Year Tunnel Work

Dozen or More Contractors Ex-
pected to Compete in
\$16,000,000 Enterprise

Tube 4850 Feet Long

Excavated Material Must Be
Dumped for Fill at East
Boston Airport

After many months in the preparation of plans, the Boston Transit Commission is now ready to go ahead with one of the most extensive transportation improvements ever authorized for Boston—the \$16,000,000 traffic tunnel connecting Boston proper with East Boston. The work will require two years and will give employment to at least 1000 workmen at its maximum stage.

The Transit commission today invited bids from contractors for what is termed Section A of the tunnel, the bids to be publicly opened at noon on Wednesday, Feb. 25. According to all information available, there will be spirited bidding among the twenty or more contractors of the country who are qualified, either by training, experience or finance, to handle a job of such magnitude. Naturally there looms in the picture the figure of Patrick McGovern with many great tunnel projects to his credit in Boston, New York and Philadelphia.

Mr. McGovern is now a resident of New York, but he has visited Boston several times in the last few months studying the situation and showing great interest in it. He built several sections of the Washington street, East Boston and Beacon Hill tunnels and one under the Fort Point Channel, and he is said to be anxious to construct the East Boston tunnel as one of the crowning engineering glories of his experience.

Section A covers the construction of the tunnel proper from North square in Boston to the corner of Decatur and London streets in East Boston, a distance of 4850 feet in length, about one-third of which is under Boston harbor. The tunnel will be built by the shield method under compressed air. The structure will be circular in shape, over thirty-one feet in diameter or almost one hundred feet in circumference.

The roadway between curbs will be 21 feet, 6 inches, which will provide for one line of traffic in each direction, although this width will permit of a third line in the event of emergency.

The tunnel is to be built on a straight line, the land portions running under approximately fifty buildings at varying

depths. The grade of the Boston side will be slightly under 4½ per cent, and on the East Boston side, about 3½ per cent.

The excavated material of this section will amount to about 150,000 cubic yards, and the contractor is required to deposit this material on the East Boston Airport.

The tunnel itself will be built of reinforced concrete with an outer shell of steel, the first Boston tunnel to be built of this construction. This shell will require the use of approximately 12,000 tons of steel.

The bottom of the tunnel under the middle of the harbor will be about one hundred feet below high water, and it is figured that the pressure on the roof and sides is approximately three tons per square foot.

The contractor is allowed two years in which to complete the work. For any delay beyond that time, he will forfeit the sum of \$1000 per day.

ASKS REMOVAL OF GOODWIN

'Arrogant, Unhuman, Un-
fair,' Says Councillor

A demand for the removal of Elliot H. Goodwin as State Civil Service Commissioner, because of alleged "arrogance, unhuman and unfair action," particularly in connection with the certification of one, Martin E. McCarthy, for work in the city of Boston, with the approval of the Mayor, under a rating of "laundry porter," was made by City Councillor Francis E. Kelley in a letter to Governor Ely, made public yesterday.

The matter of the appointment of McCarthy, according to Councillor Kelly, was called to the attention of Governor Allen by vote of the Boston City Council, Dec. 15, and although Kelley says he understood that an investigation was conducted by the Civil Service Commission, no action was taken by the Governor or the commission.

"I wonder why?" asks Kelly in his letter to Governor Ely.

Kelley referred also to the criticism of Goodwin made by the Special Commission on Civil Service, which reported to the Legislature last year, and said:

"This document states that the chairman of the Civil Service Commission, Elliot H. Goodwin, has failed to administer the duties of his office in accordance with the standards in this Commonwealth."

"In view of this report, following careful study, running over many months, what were the circumstances, or how was it ever possible for him to be re-appointed, and moreover, why should he be retained in that office, the administration of which affects, vitally, the livelihood and the anticipated employment of almost one-quarter of a million of our citizens and their dependents?"

"I submit this matter to you for your earnest consideration, looking forward to the immediate removal from office of Elliot H. Goodwin, whose service has been detrimental to the public interests because of his arrogance, unhuman and unfair action."

'WHAT OF IT?' G. G. A. OFFICIAL RETORTS

Sheppard Says Curley Is Try-
ing to Evade Issue

The Good Government Association continued its attack on municipal contracting yesterday in a statement issued over the signature of S. S. Sheppard, secretary of the association, declaring that as yet there has been no general denial of its charges and that Mayor Curley is trying to evade the real issues "by the usual recourse to an excuse of the unemployment situation."

"Commissioner Rourke is quoted as saying, 'Assuming their records are correct, what of it?'" the report states.

"If the charter is being violated, if the city is inefficiently spending the overburdened taxpayer's money, if the complete facts are not given the public, 'What of it?'"

"The most amazing of Mayor Curley's declarations is, 'The ethics of things does not enter into it when we have to deal with business depression and suffering among our people.'"

"We are in complete accord with any legitimate and genuine effort to relieve unemployment, but submit to the people of Boston that with efficient organization such relief can be supplied in a perfectly ethical and businesslike manner. We also affirm that one of the most effective ways to hasten business recovery is to lower our tax rate, already the highest adjusted rate of any city in the United States over 500,000, and this through greater efficiency and businesslike buying."

"Chairman Goodwin of the finance commission states that if our allegations are true 'it is time the finance commission knew something about it.' If the commission has not the facts available we will gladly give them every bit of information we have if and when we are assured that the situation will be dealt with in a public and fearless manner."

"We recommend that a white list of contractors be set up and that specific and public requirements be made."

CURLEY TO RETURN FROM CAPITAL TONIGHT

Mayor Curley is scheduled to return home tonight, after an absence of five days in Washington, where he succeeded in speeding the transfer of control of Governor's island from the war department to the city.

The mayor's party will motor to Boston from New York and will make a brief stop at Canterbury school at New Milford, Ct., to visit the mayor's son, Paul, who is a student there.

"Veil Is Off City Hall and the Fin. Com."

So Declares Good Government Ass'n in Follow-Up Statement on City Contract Charges

"The veil is off City Hall and the Finance Commission," declared the Good Government Association this afternoon in a statement issued in comment on Mayor Curley's retort to the association's charges concerning the letting of city contracts, and the Finance Commission's defense of contracts and the methods of letting them. The statement follows:

"At least one important thing has been accomplished by our recent revelations concerning city contracting. The veil is off City Hall and the Finance Commission. For the first time the citizens may see them as they actually are.

"Yesterday we submitted to the public a report showing, among other things, that the public is not given a complete account of city contracting, that charter violations occur, that over a million dollars in contracts were not advertised for competitive bidding in 1930, that there has been a large loss, that extra work allowances appear excessive, that small groups of contractors receive the bulk of the work done in several divisions and that there is no continuity in the business policies of the city.

"It is a highly significant fact that in all the various replies to our statements there is no case of general denial of the facts. We ask the citizens to note carefully our allegations and to see how futile the replies to them are.

"For example, Commissioner Rourke is quoted by the press as saying, 'Assuming their records are correct—what of it?'

"What a statement for a man in a public office to make! If the charter is being violated, if the city is inefficiently spending the overburdened taxpayer's money, if the complete facts are not given the public—What of it?"

"If the city 'had a reason and a very excellent one' in every case, it should have been an easy matter to inform the public of them. The commissioner states that low bidders were disregarded for reasons 'not difficult to explain.' Why, then, were they not explained? If paying jobs were awarded without advertising in order to complete them in 1930, why is it some of them are not yet completed, and why were jobs awarded a few days before competitive bids were to be opened in some cases? Mr. Rourke states, according to the press, that it is strange that the Finance Commission found nothing to criticize. We offer no comment on that statement.

Regarding Mayor's Statement

"We call attention to the reported statement of Mayor Curley. The most amazing of his declarations is 'The ethics of things does not enter into it when we have to deal with business depression and suffering among our people.' The veil is off.

"We are in complete accord with any legitimate and genuine effort to relieve unemployment, but submit to the people of Boston that with efficient organization such relief can be supplied in a perfectly

ethical and business-like manner. We also affirm that one of the most effective ways to hasten the business recovery is to lower our tax rate, already the highest adjusted rate of any city in the United States over 500,000—and this through greater efficiency and business-like buying.

"It is regrettable that the mayor evade the real issues by the usual recourse to an excuse of the unemployment situation.

"Chairman Goodwin of the Finance Commission after agreeing that our facts are direct from the City Record states that if they are true 'it is about time the Finance Commission knew something about it.' We agree with him. If they have not the facts available we will gladly give them every bit of information we have, if and when we are assured that the situation will be dealt with in a public and fearless manner.

"Finally, we wish to emphasize the fact that we do not suggest blind letting of contracts to any low bidder, but we do recommend that a contractors' 'white-list' be set up and that specific and public requirements be made. In that event, nearly all contracts can be let to the lowest bidder; if they are not, the public should be given full information concerning the matter in the City Record."

'Fin. Com.' Comes to Defense of City Contracts

Engineer Emerson Has Found No Dishonesty — Curley Replies to G. G. A.

Though the Good Government Association and the Finance Commission may never have been recorded as in agreement on specific instances of criticism in city affairs, there is a distinct difference of opinion over yesterday's charges made by the former organization on the way city contracts have been awarded for the last few months. The Good Government Association deprecates the practice of awarding contracts without advertising, of ignoring the lowest bidders and of favoring certain contractors. But Guy C. Emerson, engineer of the Finance Commission, asserts that he has found no dishonesty in such operations.

Mayor Curley had not returned from Washington when the Good Government Association's charges were made public in its publication, "City Affairs." Over the telephone from the Hotel Biltmore, New York City, he commented on the report, as follows:

"My answer to the Good Government Association is that our job in these times is to keep the people at work and to spend money that is available to keep them at work. The ethics of things does not enter into it when we have to deal with business depression and suffering among our people.

"The only way to avoid soup kitchens and bread lines is to do as we have been doing, and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter.

"In Washington we saw bread lines and in New York when we got here today we saw them outside of every police station. We have no soup kitchens or bread lines in Boston and we are not going to have any if I can prevent it. I would rather spend \$10 to keep people working than give \$2 in dole. We are going to keep right on spending money

to keep the people employed and I am not going to dump any out in the form of dole.

"I can assure you that things are being done honestly in the interests of the people who are suffering because of conditions for which they are not to blame. It may be that every little job is not being advertised, but in emergencies such as we have confronting us we have to get action to keep away the soup kitchens and bread line."

Chairman Frank A. Goodwin of the Boston Finance Commission, in commenting on the Good Government Association criticism of city contracts, said:

"The facts and figures in the Good Government Association statement were taken bodily from the City Record, the municipal weekly publication. The inferences and insinuations are their own.

"They may be true or not, but if they are it is about time the Finance Commission knew something about it. We are paying our engineer \$6000 a year and the special duty assigned to him is to watch for and report any dishonesty, waste or inefficiency in the Public Works Department.

"This year, for the first time in the history of the commission, he was given two assistants, and not only that, but he is in constant touch with some of the officers of the Good Government Association who visit him very often in his office. I should think he would be familiar with any facts they have gathered."

Guy C. Emerson, consulting engineer of the Boston Finance Commission, later said he had no evidence of any wrongdoing or dishonesty in the first year of the Curley administration. He had found contract prices to be very low during the year.

Loan Orders for \$900,000 Approved

The city council committee on finance, following a public hearing voted to report favorably to the council at its Monday meeting on loan orders providing \$300,000 for a new public welfare building at Chardon street; \$200,000 for a new parkway and auto park for 2000 cars at Castle Island; \$175,000 for a new Morton street bridge at Dorchester; \$150,000 for six playgrounds, and \$75,000 for a new Shawmut avenue bridge in the South End.

Chairman Simon E. Hecht of the Board of Overseers of Public Welfare told the committee that an addition to the Chardon street building was required because about 3000 additional relief cases will be received at the Public Welfare headquarters when the old age pension bill becomes effective July 1, requiring more room for his increased staff and visitors.

He declared that with the \$300,000 loan order the city proposes to erect a three-story building, with the third floor arranged with equipment to care for any overflow of dependent mothers and children in the temporary home.

GLLOBE 1/24/31

BIDS CALLED FOR AUTO TUNNEL TO EAST BOSTON

Work to Be Started on \$16,000,000 Project 10 Days
After the Awarding of Contract

Contractors were invited today by the Transit Commission to submit proposals for constructing section A of the traffic tunnel between Boston and East Boston. The tunnel will be used exclusively by motor vehicles. The bids will be opened publicly at noon Feb. 25. It is planned for work to start on the \$16,000,000 tunnel 10 days after the contract is awarded.

The reinforced concrete tunnel will have an outer shell which will require the use of approximately 12,000 tons of steel. The contractor must complete the work in two years or forfeit \$1000 a day for every day over that time.

This section covers the construction of the tunnel proper from North sq in Boston to Decatur and London sts in East Boston, a distance of 4850 feet, about one-third of which is under Boston Harbor.

The tunnel will be built by the shield method under compressed air. The structure will be circular in shape, over 31 feet in diameter and almost 100 feet in circumference.

The roadway between curbs will be 21 feet, 6 inches, which provides for one line of traffic in each direction, although this width will permit of a third line in the event of emergency.

The tunnel will be built on a straight line, the land portions running under approximately 50 buildings at varying depths. The grade of the Boston side will be slightly under 4½ percent, and on the East Boston side about 3½ percent.

The excavated material of this section will amount to about 150,000 cubic yards, and the contractor is required to deposit it on the East Boston Airport.

The tunnel will be of reinforced concrete, with an outer shell of steel, being the first Boston tunnel of this construction.

The bottom of the tunnel, under the middle of the harbor, will be about 100 feet below high water, and it is figured that the pressure on the roof and sides will be approximately three tons per square foot.

HERALD 1/24/31

EAST BOSTON TUNNEL BIDS CALLED FOR

Part of the Principal
Section Will Be
Under Water

Bids for the construction of the principal section of the \$16,000,000 East Boston tunnel were asked for today by the Boston transit commission and will be opened at noon, Feb. 25, at the office of the commission, 1 Beacon street.

THIRD UNDER WATER

This particular section will extend from North square in the North end, near the portal on Cross street, under the harbor to Decatur and London streets in East Boston, a distance of 4850 feet. One-third of it will be under water.

According to the plans the tunnel will be a tube 31 feet in diameter and practically 100 feet in circumference. It will be constructed by the shield method under compressed air.

The specifications provide for a roadway with a width of 21½ feet between curbs, sufficient to provide three traffic lanes in an emergency but operating with only two lanes under normal conditions.

MATERIAL FOR AIRPORT

This part of the tunnel will be straight with a 4½ per cent. grade on the Boston side and a 3½ per cent. grade on the East Boston side. One provision of the contract will be that the 150,000 cubic yards of material excavated in this particular section of the tunnel must be deposited at the East Boston airport.

The tunnel will be built of reinforced concrete with an outside shell of steel, of which 12,000 tons will be needed. This is a departure from the method heretofore used in the construction of Boston tunnels.

The roadbed under the harbor will be 100 feet below high water and the pressure on the roof and sides is figured at three tons per square foot.

Two years will be allowed for the completion of this section and bidders must file a certified check of \$300,000 to secure recognition of their proposals.

HERALD 1/24/31

MAYOR STRIKES BACK AT G. G. A.

Rourke "Doing Good Job"
Spending Money to
Avoid Free Soup.

Mayor Curley hit back at the Good Government Association in vigorous fashion in a reply he made to a long statement by the association that more than \$1,000,000 in contracts were awarded without having been advertised.

The mayor was informed of the statement on his arrival in New York on his way home from Washington. "My answer to the Good Government Association is that our job in these times is to keep the people at work and to spend money that is available to keep them at work," said he. "The ethics of things does not enter into it when we have to deal with business depression and suffering among our people."

"The only way to avoid soup kitchens and bread lines," he added, "is to do as we have been doing, and we are going to keep along despite the Good Government Association. What it may say or has said doesn't matter."

The mayor further declared that while he and his party were in Washington they saw bread lines, and that in New York, bread lines were outside every police station.

"We have no soup kitchens or bread lines in Boston," said he, "and we are not going to have any if I can prevent it. I would rather spend \$10 to keep people working than give \$2 in dole. We are going to keep right on spending money to keep the people employed and I am not going to dump any out in the form of dole."

Curley said that things are being done honestly in the interests of the people who are suffering because of conditions for which they are not to blame. "It may be that every little job is not being advertised," said he, "but in emergencies such as we have confronting us we have to get action to keep away the soup kitchens and bread lines. Joseph A. Rourke, commissioner of public works, is doing a good job, and our people are working rather than standing outside soup kitchens or in bread lines."

"This is a time to help those who are out of employment, not to criticize those who are trying to take care of them. In touch as I am with what is being done for the unemployed and how it is being done, I am not interested particularly in Good Government Association attacks."

BROADCAST FOR HUB'S AIRPORT

Amplifier System to Keep Crowd Well Posted

WASHINGTON, Jan. 22—Mayor Curley and his unofficial cabinet put in

another busy day, lunching at the Capitol this noon as guests of Senator Walsh and paying return calls at the various legations whose representatives were guests of the city of Boston at the tercentenary celebration last summer. The Mayor continued his discussions of the several projects of national scope, for which he is advocating legislation, especially the creation of a federal industrial planning board.

Park Commissioner William P. Long, a member of the group, after conferences with prominent aviation authorities here and inspection of the local airport, announced that he would begin the installation at once of a public ad-

dress system at the Boston airport, with amplifiers situated at strategic points near the various hangars, so that announcements from the administration building could be heard by spectators at any part of the field. The feature of the use of which Commissioner Long proposes of the system is a programme of continuous announcements, when there is any flying, for the benefit of the crowds which visit the field, especially on Saturdays and Sundays.

The announcer will describe what planes are in the air, who their pilots are and the kind of manoeuvres they are executing. He will also tell in a popular vein about the chief characteristics of the different types of planes. Commissioner Long was much impressed with the popularity of such a programme which is provided at the Washington airport.

At times when the ships are taking off or landing, musical selections are put on the air through the amplifiers for the entertainment of the visitors. The announcements answer questions which naturally occur to the crowds, most of whom do not know much about aviation, and aside from creating the impression of great activity, according to Commissioner Long, will do much to help spread the general interest in aviation.

TO RAISE SALARY OF GOVERNOR

Urges Curley Bill to Increase Pay to \$25,000

Appearing yesterday afternoon before the legislative committee on public service, Samuel Silverman, corporation counsel for the city of Boston, urged a favorable report on the bill filed by Mayor Curley to raise the salary of the Governor to \$25,000 a year from the present figure, \$10,000, and to be effective as of Jan. 8, when Governor Ely took the oath of office.

CITY OFFICIALS PAID MORE

"The Mayor feels," Silverman said, "and believes the people of the State agree that the time has come when the Governor of this State should receive a salary commensurate with the responsibilities and duties of his office. It should be a respectable salary or none at all. At present the Governor's salary is lower than those of many city officials. Even my own salary is equal

to the Governor's. The superintendent of construction in the Boston school department and the Boston superintendent of schools get higher salaries, while one of my own subordinates gets almost as much."

Silverman reminded the committee, in connection with mentioning that the salary should not depend upon the personal financial condition of the incumbent, that only a few years ago a bill to raise the Governor's salary was passed, but then the Governor, whom Silverman characterized as a "man of great wealth," vetoed it.

"The poor man should not be debarred from office," Silverman held. "The present Governor is not immensely wealthy, and by giving his time to the State means hardship. The office is a great honor to any man, but a man cannot live on honor, and I wish to urge immediate favorable report of the bill."

In opposition, J. M. McCauley of Revere expressed himself as against the retroactive clause. He also said he believed the proposed salary increase should not take effect before 1933 and that it should then be not more than between \$15,000 to \$20,000. Silverman followed him to say that this bill is entirely the act of Boston's Mayor and that Governor Ely had nothing to do with it.

Another opponent was Whitfield Tuck of Winchester, who expressed the opinion that at this time when there is so much unemployment and business depression that it would be unwise to grant the increase.

ADVERTISER 1/24/31

Miss Sally Curley Ill With Influenza

Miss Sally Curley, 22-year-old daughter of John J. Curley, former city treasurer of Boston, and a niece of Mayor James M. Curley, is critically ill from influenza at the family home, 52 Winthrop st., Roxbury.

The attending physician believed her illness would develop into pneumonia last night, but Miss Curley's condition was reported slightly better this morning.

ADVERTISER 1/24/31

'NO SOUP LINE, CURLEY WARNS

"We have no soup kitchens or bread lines in Boston and we are not going to have any if I can prevent it," Mayor Curley said today in replying to the Good Government Association's attack on municipal expenditures, contract awards, and purchasing methods.

The mayor made this statement over long-distance telephone from New York just before he left for New Milford, Ct., to visit his 16-year-old son Paul, who is attending the Carterbury school there. He slept in New York last night, reaching there from Washington.

His daughter, Mary, and Miss Loretta Bremner of Chicago, fiancée of the late James M. Curley, Jr., are in the party with "City Greeter" Thomas J. A. Johnson. The mayor expects to return to Boston late today or early tomorrow.

"The only way to avoid soup kitchens and bread lines is to do as we have been doing, and we are going to go along despite the Good Government Association," said the mayor. "What it may say or has said doesn't matter."

"Our job in these times is to keep the people at work and to spend money that is available to keep them at work. I would rather spend \$10 to keep people working than give \$2 in doles. Things are being done honestly in the interests of people who are suffering through conditions for which they are not to blame."

HERALD 4/25/31

LIMIT BIDDERS ON TUNNEL JOB

Only Contractors with Ex-
pensive Equipment Can
Submit Proposals

WORK TO START
SOON AFTER FEB. 25

Contractors without extensive financial resources and expensive mechanical equipment necessary for tunnelling by the use of shields and compressed air are specifically barred from bidding for the contract to build the major section of the \$16,000,000 East Boston vehicular tunnel.

Bidders must not only file their proposals with the transit commission prior to noon, Feb. 25, but they must produce a certified check for \$300,000, be prepared to furnish surety bonds equivalent to 65 per cent of their bids and be ready to start actual construction work within 10 days of the signing of a contract.

31 FEET IN DIAMETER

Bids were invited yesterday by the transit commission for a tube of reinforced concrete, with an outside steel shell, 31 feet in diameter, and extending in a straight line from North square, North end, to London and Decatur streets, East Boston. The linear measurement is 4850 feet, of which about one-third will be under Boston harbor, at varying depths below mean high water, which will reach a maximum of 100 feet at a point midway between shores.

This initial contract constitutes practically the entire tunnel construction and leaves, as a second section, the area between London and Decatur streets and the portal at Porter street, East Boston, a job which entails no intricate engineering or construction details.

The creation of the Boston portal at Cross street, with the approach to the underground tube at North square, are minor details of the project.

It is regarded as certain that Patrick McGovern & Co., a New York firm of which Patrick McGovern, former Boston resident is the owner, will be included among the bidders for the principal contract.

TO START WORK SOON

Although the invitations to bidders makes no mention of any requirement that construction work must be started within 10 days after the signing of the contract, it was the statement of the transit commission yesterday that work will be begun within that time.

The usual form of tunnel excavation will be followed. Shields operated under compressed air must be used and it is expected that 150,000 cubic yards of material will be excavated and a contract provision will require its removal to the East Boston airport.

The tunnel will run under about 50 buildings. The plans reveal that the grade on the Boston side will be just

under 4½ per cent, and on the East Boston side, about 3½ per cent.

More than 12,000 tons of steel will be used to form the outer shell of the tube which will be about 100 feet in circumference, have a roadway, between curbs of 21 feet, six inches, to be ordinarily used for two lanes of traffic, but wide enough so that a third lane can be safely handled in an emergency.

Pressure of water against the tube is figured at three tons per square foot. A limit of two years for the completion of the job has been set by the commission with provision for the forfeiture of \$1000 per day by the contractor for failure to adhere to the two-year schedule.

GRUBE 4/25/31

SAYS MAYOR EVADES CITY CONTRACT ISSUE

Good Government Group
Replies to Curley

"The Vell Is Off" Runs Retort to
Unemployment Position

"It is regrettable that the Mayor evaded the real issues by the usual recourse to an excuse of the unemployment situation," was the comeback yesterday afternoon by the Good Government Association to Mayor Curley's telephoned reply from New York city to the association's criticism of the administration's methods in awarding contracts for public work and the expenditures without advertising for bids.

Gives Out Statement

Secretary S. S. Sheppard of the G. G. A. gave out the following statement:

"At least one important thing has been accomplished by our recent revelations concerning city contracting. The vell is off City Hall and the Finance Commission. For the first time the citizens may see them as they actually are.

"Yesterday we submitted to the public a report showing among other things that the public is not given a complete account of city contracting, that charter violations occur, that over a million dollars in contracts were not advertised for competitive bidding in 1930, that there has been a large loss, that extra work allowances appear excessive, that small groups of contractors receive the bulk of the work done in several divisions, and that there is no continuity in the business policies of the city.

"It is a highly significant fact that in all the various replies to our statements there is no case of general denial of the facts. We ask the citizens to note carefully our allegations and to see how futile the replies to them are.

"For example Commissioner Rourke is quoted by the press as saying, 'assuming their records are correct—what of it?'

"What a statement for a man in a public office to make. If the charter is being violated, if the city is inefficiently spending the overburdened taxpayer's money, if the complete facts are not given the public—'What of it?'

Easy to Inform Public

"If the city 'had a reason and a very excellent one' in every case, it should have been an easy matter to inform the public of them. The commissioner states that low bidders were disregarded for reasons 'not difficult to explain.' Why, then, were they not explained?

"If paving jobs were awarded without advertising in order to complete them in 1930, why is it some of them are not yet completed, and why were jobs awarded a few days before competitive bids were to be opened in some cases?

"Mr Rourke states, according to the press, that it is strange that the Finance Commission found nothing to criticize. We offer no comment on that statement.

"We call attention to the reported statement of Mayor Curley. The most amazing of his declarations is 'The ethics of things does not enter into it when we have to deal with business depression and suffering among our people.'

"The vell is off.
"We are in complete accord with any legitimate and genuine effort to relieve unemployment, but submit to the people of Boston that with efficient organization such relief can be supplied in a perfectly ethical and businesslike manner.

"We also affirm that one of the most effective ways to hasten the business recovery is to lower our tax rate, already the highest adjusted rate of any city in the United States over 500,000—and this through greater efficiency and businesslike buying.

Say Issues Evaded

"It is regrettable that the Mayor evades the real issues by the usual recourse to an excuse of the unemployment situation.

"Chairman Goodwin of the Finance Commission, after 'agreeing' that our facts are direct from the City Record, states that if they are true 'it is about time the Finance Commission knew something about it.' We agree with him.

"If they have not the facts available we will gladly give them every bit of information we have, if and when we are assured that the situation will be dealt with in a public and fearless manner.

"Finally, we wish to emphasize the fact that we do not suggest blind letting of contracts to any low bidder, but we do recommend that a contractor's 'white-list' be set up and that specific and public requirements be made.

"In that event, nearly all contracts can be let to the lowest bidder; if they are not, the public should be given full information concerning the matter in the City Record."

Post 1/25/30

Globe 1/25/30

BIDS FOR TUNNEL ADVERTISED FOR

\$16,000,000 Project Expected to Employ 2000 Men---Work to Start in March

Employment for 2000 additional workmen during the next two years building the \$16,000,000 East Boston traffic tunnel will be provided by the city under a contract advertised yesterday by the Boston Transit Commission.

BIDS CALLED FOR

Colonel Thomas F. Sullivan, chairman of the commission, yesterday invited proposals from contractors to construct the first section of the tunnel for a distance of 4850 feet from North square on the mainland to Decatur and London streets, East Boston, and the bids will be opened on Feb. 25.

With the award of the contract the contractor will be given about 10 days to start work and the dirt should be flying by the middle of March, according to Chairman Sullivan. For delay beyond the two-year period the contractor will be forced to forfeit to the city treasury \$1000 a day.

He will be required to excavate about 150,000 cubic yards of material in boring the tube and dump it at Jeffries Point for the extension of the East Boston airport.

Of Concrete and Steel

The tunnel itself will be built of reinforced concrete with an outer shell of steel, the first Boston tunnel to be built of this construction. The shell alone will require the use of approximately 12,000 tons of steel.

The bottom of the tunnel under the middle of the harbor will be about 100 feet below high water, and it is figured that the pressure on the roof and sides will be approximately three tons to the square foot, according to Colonel Sullivan.

About a third of the length of the tunnel will be under the harbor, and it will be built by the shield method under compressed air, he said. The tube will be circular in shape, over 31 feet in diameter.

This will provide sufficient room for a roadway with a width of 21 feet and six inches between curbs, enough for

a lane of traffic in each direction, and a third lane in case of emergency. There will be no provision for pedestrians.

Tearing Down Buildings

The tunnel will be built on a straight line, the approaches to the water section passing under about 50 buildings at varying depths. The grade on the Boston side will be slightly under 4½ per cent and on the East Boston side the grade will be about 3½ per cent.

The Boston entrance will be at Cross street, between North and Hanover streets, and the East Boston entrance will be at Porter street, between Havre and London streets.

For the past month building wreckers have been tearing down the houses along the line of the East Boston entrance and contracts for the removal of other buildings on the line will be awarded within the next two weeks. The business buildings on the Boston side, upon which the city is now collecting rents, will be the last to go in about two years when the tube is ready for completion.

MAYOR BACK IN CITY TONIGHT

Visits Son Paul in Connecticut Today

NEW YORK, Jan. 24—Mayor Curley and his party will arrive home at Boston tomorrow night, completing a week's business trip to Washington, he announced here tonight at the Hotel Biltmore, where he is stopping.

He plans to leave here tomorrow morning for New Milford, Conn., where his eldest son, Paul Curley, is attending the Canterbury preparatory school. From there he will go by train to Boston, arriving at the Back Bay station at 8 o'clock Sunday night.

BIDS FOR TRAFFIC TUNNEL WORK ASKED

Bids for the construction of the proposed \$16,000,000 tunnel for automobile traffic between city proper and East Boston were officially called for yesterday by the Transit Commission.

The bids are to be opened publicly at noon on Feb. 25 and it is planned to start work 10 days after the award of the contract.

The contractor must have the tunnel completed within two years or forfeit \$1000 a day thereafter until it is completed.

The tunnel is to be of reinforced concrete, requiring 12,000 tons of steel.

The section for which bids are now called will be 4850 feet in length, one-third of it beneath the harbor. It will extend from North sq. to the intersection of Decatur and London sts., East Boston.

It will be straight, will be built by the shield system, under compressed air and will be cylindrical, 31 feet in diameter.

The roadway between curbs will be 21 feet, 6 inches, which provides for one line of traffic in each direction, although this width will permit of a third line in the event of emergency.

The bottom of the tube will be 100 feet below high water mark at the lowest point of the curve. The tunnel will pass under land on the two shores, which is covered by about 50 buildings. The grade on the city side will be about 4½ percent and on the East Boston side about 3½ percent.

The soil excavated is to be deposited by the contractor at the East Boston airport.

2000 TUNNEL JOBS IN MARCH

Work for 2000 men for two years will start in March, it was stated yesterday by the Transit Commission when bids were asked for the construction of the \$16,000,000 East Boston vehicular tunnel.

Col. Thomas F. Sullivan, chairman of the commission, announced the opening of bids Feb. 25 with awards to follow in 10 days and actual work 10 days later.

A certified check for \$300,000 is required with each bid as a security for acceptance of award.

According to city ordinances, the successful bidder must employ Boston citizens on the job at not less than \$5 a day for pay.

ADVERTISER 1/25/31

GLOBE 1/26/31

CURLEY RETURNS TONIGHT, RESUMES OFFICE MONDAY

MAYOR JAMES M. CURLEY returns to Boston tonight after an absence of one week from his official duties in City Hall.

The mayor spent the past two days in New York with his daughter, Miss Mary Curley; Miss Loretta Bremmer of Chicago, fiancée of the late James M. Curley, Jr.; his sons, Paul and Leo Curley, and City Greeter Thomas J. A. Johnson.

Today the Curley party are scheduled to leave New York early by automobile for New Milford, Ct., where Paul will return to Canterbury school, and thence to this city. The mayor will resume his duties at City Hall tomorrow.

During their stay in New York the Curley group visited many friends and received a large number of callers at their apartment in the Hotel Biltmore.

GLOBE 1/26/31

SALLY CURLEY SERIOUSLY ILL

Fear that influenza might develop into pneumonia kept physicians in constant attendance last night on Miss Sally Curley, 22, daughter of former City Treasurer John J. Curley and niece of Mayor Curley.

The girl, secretary to her father in his Roxbury real estate business, is critically ill in the family home, 52 Winthrop st., Roxbury.

Yesterday, after a night that worried her family greatly, she rallied slightly and the attending physician said she showed some improvement.

Miss Curley, one of the most popular girls in the Roxbury district, is the second eldest of five daughters of the former city treasurer, who is a brother of the Mayor.

BETTERMENTS

The "betterments" which are supposed to be a direct result of various highway improvements are evasive things, as shown by a special bulletin of the chamber of commerce. Cambridge street, for example, has cost about \$3,866,000; the betterments collected are about \$188,100. We have spent \$3,000,000 on Stuart street and received \$1,744,000 in betterments. Of the \$2,710,000 spent on Dock square, a tenth has come back. The Tremont street totals are \$1,604,000 and \$93,000. From Kneeland street, on which the expenditures to date are \$1,621,000, the betterments collected total only about \$65,000. (Interest payments are not included.)

Improvements of this kind are usually necessary. If not made, a city may acquire a down-at-the-heels appearance, and business is actually handicapped. Probably we have had an insufficient number of these projects in the last decade—Mayor Curley and ex-Mayor Nichols both think so. The chamber of commerce tabulation is of value, however, as showing the certainties and uncertainties of highway improvements. We never fail to spend the money which is appropriated. We are often unable to get back in betterments the amounts estimated when a project is authorized.

TRAFFIC CONDITIONS IN BOSTON SCORED

Hearing on Regulations for Outdoor Parking

The hearing before the Street Commission on the matter of putting in force regulations governing outdoor parking places, brought forth caustic comment on traffic conditions from Treasurer Samuel L. Low of the Boston Motor Mart. He called attention to the various bodies that have had to do with traffic regulations; their expert opinions, "reams of opinions," and declared that no progress had been made. He charged that tleups were as bad as ever and there was no enforcement of regulations.

Chairman Hurley remarked that now everything would be all right because there was to be but one Traffic Commissioner, to which Mr Low replied: "I see by your admission that you agree with me." Referring to alternate street parking, Mr Low said that though in force, the rules were constantly violated.

There was a large group of owners of open-air and other parking places at the meeting and it appeared to be the unanimous opinion that there should be certain regulations, but that the license fee should be only nominal—\$1 or not more than \$5. Back alley parking should also be regulated, according to the speakers, as it was declared that that kind of parking represents 25 percent competition.

L. S. Whittum, representing two garages, said the outdoor parking places should be fenced, well lighted, have fire extinguishers and an "in and out" book, the same as garages. That did not appeal to outdoor men and the plan was attacked by attorney E. P. Finn, representing outdoor parking places.

URGES TAX LIMIT TRANSFER

Curley Says Not Over \$16 Required This Year

Mayor Curley appeared before the Legislative Committee on Municipal Finance today to urge his bill to transfer from the Legislature to the Mayor and City Council, Boston, authority each year to fix the city's tax limit. He said that in spite of the demands upon the city treasury this year, which will be greater than in previous years, he thought the increase in the tax limit would not exceed 75 cents.

Last year the Legislature authorized the city to spend for municipal purposes \$16, and the amount paid out, according to the mayor, was \$15.25. Although the demands last year were the greatest in the history of the city it was possible to keep within the \$15.25 limit, the Mayor pointed out, and he felt that at the most not more than \$16 should be required for the present year.

Various undertakings, such as the improvement in the hospital facilities, which will require large expenditures, were outlined by the Mayor, and in this connection he reminded the committee that in the first two weeks of January the Boston Public Welfare Department has been required to spend \$275,000, a sum as large, if not larger, than that spent in the same department for the entire month of January in 1930. Several other departments were cited to show that the city authorities this year, more than in any preceding ones, should have the authority asked for in the legislation presented.

The Mayor dwelt at some length upon the prevailing economic situation and expressed the belief that until the era has arrived in which society can provide fairly steady employment for all its workers, it is the duty of Governments to do everything possible through the starting up of public works and other activities so that every person in the community may have the necessities of life.

In this latter connection the Mayor referred to the drive being made throughout the country to spread work among as many persons as possible through the "stagger" system. The plan apparently does not meet with his hearty approval. He expressed the belief that it is a makeshift policy which will not go very far in bringing about a return of prosperous conditions. "If we are going to get anywhere," he remarked, "we should get away from such a system as quickly as possible."

The Mayor, further, did not approve the plan which has been tried out in several other cities, namely, that of discontinuing for the time being the graded increase in salaries of municipal employees. Such a step, he said, impaired the morale of municipal workers.

unt GLOBE 1/26/31
services at whatever expense is necessary. Liens in large numbers placed on record for failure to pay water bills were found to be valueless because of the inaccuracy of the list of owners. The commission found this same degree of inefficiency in the handling of the shutoff list, the granting of abatements, the reading of the meters, the transmission of the accounts for collection and the reports of collection.

"As a result of the report on this investigation and the favorable reaction of the Mayor to it, officials of the Assessing, Water, Collection, Law and Auditing Departments have begun a recast of the system, are working together harmoniously in carrying it out, and have established a feeling of assurance that the old abuses are being corrected."

Work With Legislature

The commission's oversight of bills in the Legislature was summed in the report as follows:

"In 1930 the most important of the commission's reports on such bills included the recommendation above mentioned in regard to a school building program, reducing the authorization from \$15,000,000 for three years to a new authorization for one year of \$3,800,000; a recommendation in opposition to an attempt to set up the City Planning Board as an authority superior to the City Council in making authorizations for highway improvements, and a recommendation that the amount authorized for a two-year street improvement program be cut from \$10,000,000 to \$6,000,000, on the ground that the smaller figure was as much as the city could intelligently spend in two years. On all of these the commission's recommendations were adopted.

"In addition, the commission reported upon a large number of bills of less importance, on nearly all of which the commission's recommendations were accepted."

The report is signed by Frank A. Goodwin, chairman; Courtenay Guild, William T. Keough and Joseph A. Sheehan.

WANT BATH HOUSE NAMED FOR JAMES M. CURLEY JR

The signatures of Judge Edward L. Logan and Dist Atty William J. Foley are on a petition being circulated by members of the Henry J. Sullivan Associates requesting the members of the Park Commission to name the bathhouse now known as the L-st Bathhouse, the James M. Curley Jr Bathhouse, it was announced yesterday.

The Henry J. Sullivan Associates state that the petition has already been signed by thousands of citizens.

Yes, We're Growing!

Marked Signs of Boston's Progress

America 1/26/31
Boston is achieving civic progress more rapidly than our casual observations would lead us to realize.

Sailings from the port increased by 23 per cent the past year.

The \$16,000,000 East Boston tunnel, the plans for the inter-city arterial highways and the \$45,000,000 rapid-transit extensions, not to mention the Governor's Square tunnel extension, are moving steadily forward.

The Northern artery gave to us one of the finest gateways in the world.

The proposal for the marine park and boulevard in East Boston will supply us with a new arm of traffic and scenic beauty.

Now that the authorization for the development of Centre Street has been granted the city by the Legislature—what a pity that a great city must go to the State like a beggar with hat in hand—we will have in the immediate future a main artery of southern traffic which will accommodate our own convenience and improve the impression of our city among our visitors.

Mayor Curley and the planning groups thank this newspaper for its advocacy of these major developments. There is enough glory for everybody.

Curley's Plan Wins

Notable Advancement in Aviation for Boston

Congressman James of Michigan, chairman of the Committee on Military Affairs, advises the Boston Evening American that Mayor Curley's plan for acquisition of Governor's Island and the development of the greatest airport probably in the world will be sent through Congress expeditiously.

As Mr. James is the sort of man who makes few promises and is quick to fulfill those he makes, the future of Boston aviation can be said to hold splendid promise.

The airport as it exists, and which represents an investment of possibly \$25,000,000, is already a credit to the city.

We can visualize the day in the not far-distant future when our present airport resources will be overwhelmed by New England patronage alone. And Boston is a natural mecca for coastwise, transcontinental and transatlantic commercial aviation. It should be made at once the depot for the mail brought by plane from the incoming ocean liners, because mail received here rather than at New York can be deposited in Chicago and the West a full day earlier.

The plan which Mayor Curley has conceived and which he has argued so effectively at Washington contemplates the enlargement of an airport within ten minutes of the heart of the city by the tunnel and rapid-transit facilities now being promoted to East Boston. No other airport in the East at least is within such availability of a metropolitan population.

And the plan has the added advantage of supplying useful, constructive employment.

FIN COM LISTS LEAKS STOPPED DURING YEAR

Awards for Injury Claims Ended With Mayor's Aid

Report Says It Had Grave Doubts About Liability of City in Cases

A drive by the Boston Finance Commission against the unwarranted settlement of claims of persons alleged to have been injured by defects in public highways, from which a certain class of people and a "very few lawyers" were profiting by "exorbitant or unjustified awards," has resulted in the saving of about \$100,000 to the city of Boston already since January, 1930, the commission says in its annual report.

The commission says of this matter: "Protests had been made to the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of the injuries paid for, and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

Few Lawyers Involved

"Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers and that invariably these lawyers were obtaining the settlements without having to prove in court the cause of the damage or the amount of it." A tabulation showed that the payments for such claims reached the peak of \$176,343 in 1929, in Mayor Malcolm E. Nichols' administration. Mayor Curley and the commission, when Mr Curley took office, agreed to end the policy of agreeing to executions without trial.

The commission went on to point out its services in the correction of defects in handling other municipal affairs. Mayor Curley, in a letter to the commission, mentioned a saving of more than \$200,000 effected by a constant and permanent checkup upon street construction work as urged by the commission.

A new policy, one of harmony with the new officials of the administrative year of 1931, with use of the commission's one weapon, publicity, where administrative officers refuse to cooperate, was constructive and successful, the commission said.

Contractors who sought to raise the prices for snow removal, to profit by bids for water meters, intending to supply ones of poor quality, and to profit by a new kind of floor oil for which extravagant claims were made, were foiled by the commission, according to its report.

In the matter of fire apparatus, for which \$150,000 is expended annually, the commission has recommended a new committee to decide whether Boston shall maintain its practice of giving a monopoly to one company.

Concerning this phase, the commission said: "It was found that Boston pays a higher price and obtains less than other cities and also that manufacturers were successfully competing with the concern that has had a monopoly of Boston sales."

Correction of administration at the Deer Island House of Correction, the present investigation of the administrative methods of the School Committee, a recast of the system in connection with water income, insistence that the city proceed immediately against delinquents in real estate taxes, the standardization of purchase methods in the Department of School Buildings, the remedying of defects in the heating plant at Long Island and the establishment of efficient methods in the department of the superintendent of public buildings were other accomplishments brought about at the commission's investigation, according to the report.

The report on the methods of administration of the School Committee will be available soon. For 1930, the Finance Commission had its annual appropriation of \$50,000 and an additional appropriation of \$10,000 to defray part of the cost of the School Committee investigation. Expenditures were \$56,779.

Concerning the claims for damages against the city, the report said, in part:

"Tabulation showed payments for such claims steadily mounting, as the following short comparison will show:

1927	\$141,723.77
1928	158,480.40
1929	176,343.14

"In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the Mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the Mayor to end the policy of agreeing to executions without trial. As a result, the amount paid in such cases dropped from the figure of \$176,343.14, as shown above for 1929, to a total of \$85,436.04 in 1930, or a saving of approximately \$100,000 to the taxpayers."

Profit Enough for Contractors

Analysis of the request of some contractors for higher prices for snow removal showed that they were already paid enough to net them a reasonable profit and Mayor Curley accepted the commission's recommendation that the contract prices remain unchanged. An analysis of water meter bids resulted in the award to a local manufacturer, "whose offer when price and quality were considered seemed best for the city."

Concerning tax titles, the report said:

"The commission pointed out to the Mayor that in the total of approximately \$8,500,000 in real estate taxes outstanding on Dec 31, 1929, approximately \$750,000 was represented by tax titles bought in by the city at regular tax sales running back for many years. The commission also pointed out that no effort was being made by the city departments to enforce collection, not only of the taxes represented in tax deeds on record, but of subsequent years' taxes on the same properties.

"The list of supposed owners of these

parcels included many persons of substantial means and apparently financially able to pay the city, but through neglect or favoritism they had not been pressed for payment. As a result of the commission's report, the Mayor directed the Corporation Counsel to start proceedings immediately against many of these delinquents. This indication that the city meant to use all legal means to enforce collection produced payments within a short time which totaled hundreds of thousands of dollars that otherwise would probably still be outstanding."

Employees Pocketed Cash

Concerning the collection of commercial waste, the commission pointed out that receipts had been reduced from \$110,000 to \$85,000 a year within a few years although the material collected had almost doubled. The commission also showed that the "major portion of this was due to the practice of certain city employees accepting from store owners for refuse collection small amounts of cash which the employees pocketed, in lieu of tickets required to be bought at the central office of the Public Works Department." The result of the commission's recommendation was a shakeup of inspectors, and receipts in 1930 were approximately \$15,000 greater than in 1929.

The matter of boilers at Long Island was investigated, indicating, according to the report, that the new heating plant was in such condition that it endangered the institution. Immediate need of proper operation of the plant as installed was recommended. Investigation also revealed that the original contract for the boilers was so altered that the city obtained only two boilers for approximately the same price it had contracted to pay for four, that the service was no more reliable than the older equipment and that, in addition, coal pulverizing units for the feeding of the boilers had been installed at a cost of about \$50,000.

Concerning water income, the report said:

"One of the most extensive investigations ever undertaken by the Finance Commission, and one which the additions to the staff in 1930 made possible, was that of the method of distributing water to the people of the city and the accounting and collecting of the rates thereof. Probably no other service supplied by the city to its people has been so often the butt of attacks on the ground of inefficiency, favoritism, or worse, from both within and without the city service. Friction between officials in the Water Department, continuous over a long period of years; friction with other departments which had some connection with the collection of rates; charges from time to time reflecting on the capability of employees in different departments in charge of the many activities incidental to supplying water and collection of rates therefor, made this service one of the worst sore spots of municipal administration.

"The commission's investigation brought out that much of the trouble began with the failure of the water income division to provide itself with a reliable and accurate list of the individual water services in use; and once having provided this to keep it in such a manner that it could be felt at all times that it had not been tampered with improperly or, through carelessness, had not lost its accuracy.

"The commission found that the departments to whom collection was committed had been very successful with the accounts submitted, but also found enough evidence of services rendered without proper billing therefor to justify the recommendation that the department should establish a true list of

FIN. COM. PRAISES CITY'S OFFICIALS

First Report of Kind Declares Full Co-operation Given Resulted in Saving of Thousands

BY WILTON VAUGH

Hundreds of thousands of dollars were saved for the pockets of Boston taxpayers during the past year through the reorganization of the city government under Mayor Curley, according to the annual report of the Finance Commission, which today will be presented to the Legislature.

PRAISES CITY OFFICIALS

The report, signed by Chairman Frank A. Goodwin and his fellow commissioners, expresses extreme satisfaction with the results obtained at City Hall. This is the first time such a thing has happened and it is due to the co-operation which has prevailed between the investigating body and the investigated city officials.

Although the Mayor and the Finance Commission head in the past took delight in stinging criticism, the report records their mutual praise, claiming that many municipal reforms reached through the spirit of good will could never have been attained through public abuse of other years.

More investigators for which the Mayor provided \$10,000 saved the city \$200,000 in cold cash by forcing city contractors to meet the specifications on city jobs, bringing about the "blacklisting" of a contractor and the discharge of a city inspector for permitting the use of less cement than was required.

Another \$100,000 was saved through breaking up an old ring of favored lawyers, who in the past had been able to settle questionable claims for damages against the city without the necessity of going to court, the report stated.

Cut Street Programme

But with all its co-operation, the Finance Commission noted that it had been forced on occasion to oppose the city authorities. It succeeded in cutting Mayor Curley's street programme from \$10,000,000 to \$6,000,000, and it slashed the school building programme from \$15,000,000 to \$3,800,000.

With Chairman Goodwin, the report was signed by Commissioner Courtenay Guild, William T. Keough and Judge Joseph A. Sheehan. The name of John Farwell Moors, who served on the commission during the past year, did not appear, as he had resigned on account of ill health within the last two weeks.

The commission did not exhaust its full budget of \$60,000 last year, but spent only \$56,779.34, most of the money going for salaries and the hiring of experts and investigators.

Commenting on the relationship of the Finance Commission and the city administration, the report explained:

"The beginning of the year saw the beginning of a new administration in

City Hall with a new Mayor and Council. It saw a new organization in the school committee, two of the five members coming on the committee for the first time. A new group of department heads appeared in the city departments and a new department to construct school buildings had been organized. The Finance Commission itself also had undergone a reorganization of its executive positions.

Less Public Criticism

"On the theory that city officials will be more responsive to criticism if they realize that that criticism is made in a co-operative spirit, the Finance Commission decided the time was ripe to adopt a new policy in its procedure. The commission believes that those in charge of the administration of the affairs of the city will be far more likely to correct faults if recommendation is made without public criticism and if public condemnation follows only refusal to be co-operative.

"In accordance with this policy, the commission's investigations were conducted in a constructive spirit. Employees of departments investigated frankly helped the commission's investigators in obtaining information and the commission desires to record this fact and to express its appreciation."

The report disclosed that probably for the first time in the history of the city, the Mayor appealed to the Finance Commission for guidance before awarding city contracts. Commenting on these appeals, the report stated:

"An attempt was made by certain contractors to obtain a higher price for snow removal than the contracts which had already been made committed the city to pay, on the ground that those prices would allow a reasonable profit.

"At the request of the Mayor, the Commission therefore made an analysis of the bids. This revealed that the prices of the existing contracts were in each case sufficient to net the contractor a profit. The Mayor thereupon accepted the Commission's recommendation that the contract prices remain unchanged.

Checked Up Water Meters

"At approximately the same time the city received numerous bids for a large order of water meters. An analysis of the bids by the Commission, also at the request of the Mayor, showed a wide discrepancy in the quality of the meters offered, as well as in the prices. Therefore, the Commission recommended award to a local manufacturer, whose offer, when price and quality were considered, seemed best for the city."

In reference to the criticised street contracts, the Finance Commission reported:

"Another undertaking by the commission during the past year, of much importance to the taxpayers and very satisfactory in results, was the inspection

tion of street construction work while the work was in process. This was an innovation for the commission. Two inspectors watched the daily progress of construction work, checking execution with specifications and reporting immediately variations from written specifications. It followed that the city got the pavement that it contracted for and contractors were prevented from obtaining payments to which they were not entitled."

Reporting on its investigation of fake claims against the city, the commission informed the Legislature:

"For some years the commission has been keeping track of settlements made by the city law department with lawyers for persons who claimed to have suffered injury from defects in the public highways. Protest had been made by the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of injuries paid for; and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

"Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers and that invariably these lawyers were obtaining the settlements without having to prove in court the cause of the damage or the amount of it.

"In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the Mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the Mayor to end the policy of agreeing to executions without trial. As a result, the amount paid in such cases dropped from the figure of \$176,343.14, for 1929, to \$85,436.04 in 1930, or a saving of approximately \$100,000 to the taxpayers."

The commission revealed that it had averted another "floor oil" scandal at City Hall during the past year by nipping in the bud the proposed purchase by the school buildings and the public buildings department of ordinary oil with a high-sounding trade name at exorbitant prices.

Promise of an early report on the waste and extravagance in the administration of the schools was made by the Finance Commission.

To the report, the Finance Commission appended a list of 44 reports which it has made during the past year to the Governor, the Legislature, the Mayor, the school committee and to the city auditor.

WITHOUT PRECEDENT

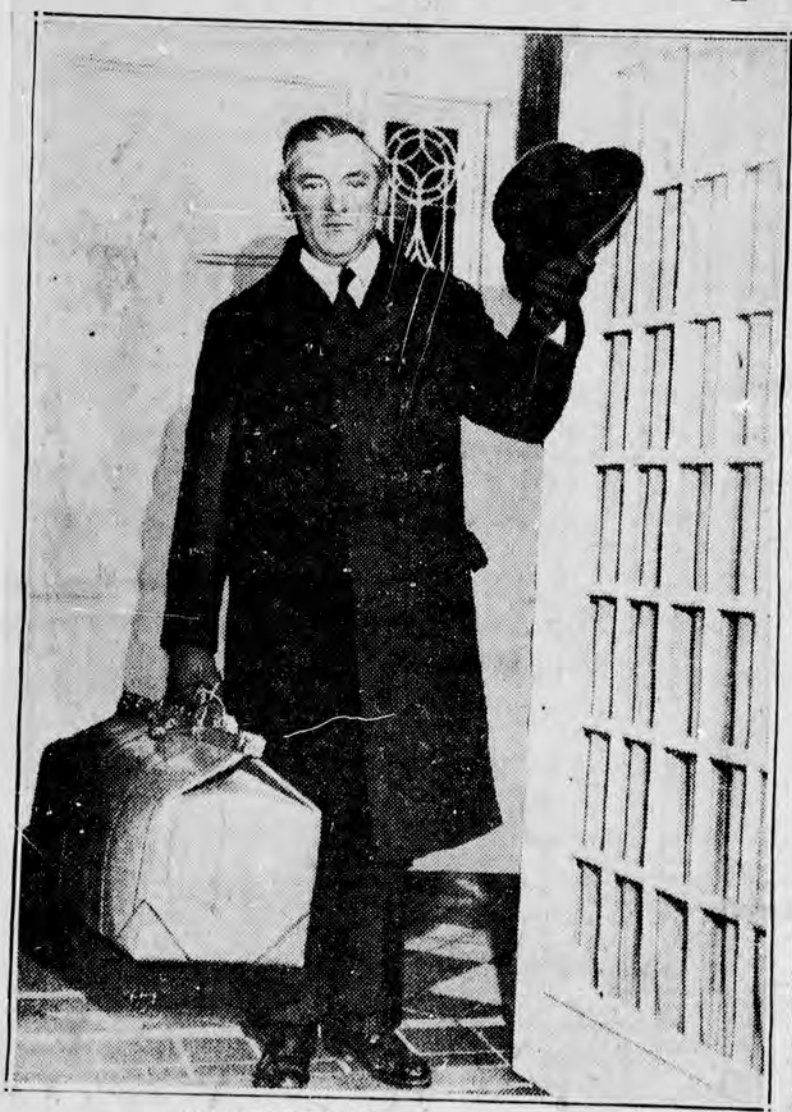
There is something new under the sun. For the first time in history, a Boston Finance Commission report actually praises, and praises highly, a Mayor and his administration. It is so different from the hot shot of the past as to be startling. Certainly it is a high compliment to Mayor Curley. Chairman Goodwin has never been noted for a disposition to conserve on denunciatory words when the occasion, in his opinion, required their use. It looks as if Boston was having good government without the capital letters.

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Post

1/26/31

Curley Back Home, to Slash City Red Tape



MAYOR CURLEY RETURNS HOME
After a visit to Washington on city business, Mayor James M. Curley is shown as he arrived at his home in the Jamaicaaway, last night.

must do that, or become victims of Communism."

In the distribution of poor relief here, the Mayor will continue to provide quarters for the private welfare agencies at the municipal administration building at Chardon street, where for two generations they have been given half the building without charge for rent, heat or light.

He declared he realized more than ever the necessity of maintaining all the agencies together, where the records of all would be available to avoid duplication of relief and cut out fraudulent recipients of aid.

The Mayor expressed pleasure at the action of the Council committee on finance in voting favorably on loan orders in his absence to provide funds for the construction of an addition to the Welfare building at a cost of \$200,000, for improvements at six playgrounds at a cost of \$150,000 and for other public works totalling in all about

\$1,000,000. Action on these projects will start immediately, the Mayor promised.

Vets' Hospital Site

To obtain additional federal construction in Boston besides the new Post-office building, the Mayor declared he had offered to sell to the government as a site for a veterans' hospital, the land on Parker Hill, Roxbury, which was abandoned four years ago by the previous administration as a site for a municipal chronic hospital for the patients now at Long Island.

Chairman James of the House committee on military affairs in Congress will present the proposal to purchase the land from the city at cost. The Mayor estimated that there were about 1,000,000 square feet of land, and the city would get its money back at about 20 or 25 cents a foot.

While the Mayor was before the committee, Chairman James did something that had never been done before in

Washington, the Mayor said. The chairman announced that he was agreeable to a suspension of all the rules, ever while the Mayor was in the hearing room, to take a favorable vote on the transfer of Governor's Island from federal to city control, so that Boston might develop it as an extension of the airport. And the committee so acted although such action had never been taken before, said the Mayor.

The Mayor reported he had dinner with Senator David I. Walsh and the

GIVEN IN CASH AND ORDERS FOR SUPPLIES

The \$275,149.75 paid out of the city treasury in the first two weeks of this year for relief was in the form of cash and orders for food on grocery stores and on fuel firms for coal. During the similar period of 1925 it was only \$168,812; in 1928 it reached \$178,181; in 1929 it was \$196,726, and last year \$238,353. Orders for food and fuel, and sometimes other necessities, are given to the poor, it was explained, where there is a possibility that the cash will be used for other purposes by the applicant before he reaches home.

the latter agreed to present to the Senate the Mayor's bill, recommended by the college and economic experts of the State, to provide a federal industrial planning board to study depressions for the purpose of preventing their recurrence.

Passage of a federal appropriation of \$3,000,000 for the development of Boston harbor, together with \$1,000,000 for the creation of an industrial empire in the Mississippi River Valley, which improvement would put the nation back to work, the Mayor said, was promising.

He declared he discussed the matter with Senator Shipstead, Farmer-Laborite, with the deciding ballot in the Senate, and Congressman Garner of Texas, Democratic leader in the House, and they both agreed to aid the measures.

With their sponsorship, the Mayor said, there was fair assurance of the passage of a \$2,000,000,000 public improvement programme by the federal government, by combining the Mississippi Valley development proposal and the rivers and harbors improvements throughout the country. Combination of the proposals would gain the support of Congress, with each member anxious to get the improvements of his own State through, riding along with the Mississippi Valley development.

City's Name in 12-Foot Letters on Airport

A huge illuminated sign spelling Boston in letters 12 feet long has been placed on the roof of the Colonial hangar at the Boston airport by the park department and is expected to be in operation this week.

At present the letters are six feet apart and today Captain Albert L. Edson, airport superintendent, will fly over the airport at different altitudes to check on the visibility of the sign. The sign is of the Neon type, is nearly 90 feet long and should be read plainly at a height of 1000 feet.

Post 4/26/31

MAYOR TO CUT OUT RED TAPE

\$275,149 Poor Relief in Two Weeks Means Public Works Must Start at Once, He Declares

Home again last night after a week's absence in Washington on municipal business, Mayor Curley announced that he will return to his desk at City Hall this morning to slash red tape, regardless of criticism, and launch without further delay a programme of public improvements to provide work for the jobless.

He disclosed that the first 1931 demands upon the overseers of the public welfare for poor relief had mounted to \$275,149.75 for the opening two weeks of the year, which would represent about \$7,000,000 for the year, or a tax of \$10 for every man, woman and child in the city.

Boston has been the only large city in the country without bread lines, soup kitchens or community chests, the Mayor stated following his conferences with Congressmen from practically every State in the Union, and he insisted that Boston would continue to hold its record despite the protests of reformers.

He declared he would provide work for those now seeking relief at the charity headquarters at Chardon street, so that the city will get a return on the vast expenditures.

The Mayor revealed that he has already started architects working on plans for new fire stations, police stations, a public welfare building and other institutions, although in strict accordance with the law the architects cannot be hired until after the money has been appropriated and the orders approved by the City Council.

"If we waited for the red tape," the Mayor explained, "we would not be able to get these buildings started until May or June, because it is a long way from blue days to blueprints to blue overalls to blue skies. We are getting the plans ready now, so that the work can be started without delay, when the jobless need it most."

Street Contracts, Too

"Of course, if the money is not finally appropriated, the architects have agreed that they will not get paid. I have made a gentleman's agreement with them, so that we could hasten the programme and start actual work as soon as the money becomes legally available."

In a similar manner, the Mayor said, he would award contracts for the con-

struction of streets by slashing the official red tape. Disregarding the criticism of the last week, the Mayor declared that he will award the street contracts without advertising, provided the city can obtain a fair price. That is, contractors now doing streets in various districts of the city as a result of low bidding, will be granted nearby streets at the same prices, the Mayor explained.

This was taken as his answer to the protest of the Good Government Association that out of \$11,000,000 in contracts awarded last year, about \$1,000,000 worth were given out without advertising. Asked to comment on the G. G. A., the Mayor merely smiled, "Let the dead rest."

Motors Back Home

Despite a 320-mile motor ride over the road from New York, which included a detour to New Milford, Conn., where he left his son, Paul Curley, to resume his studies at Canterbury School, the Mayor appeared fresh as he reached his Jamaicaaway home shortly before midnight.

He had not anticipated the night drive over icy roads, but at New Haven he missed by a moment the train upon which the other members of his party were riding from New York. Rather than wait another hour for a train, the Mayor directed his chauffeur, Charles Mannion, to continue with him over the motor route to his home.

The other members of the Mayor's party, comprising his daughter, Miss Mary Curley; her classmate, Miss Loretta Bremner, fiancée of the late James M. Curley, Jr., City Treasurer Edmund L. Dolan and Trustee Thomas J. A. Johnson of the Boston Port Authority Board, reached the Back Bay Station at 8:10 on the train which the Mayor had planned to catch at New Haven. They explained how the Mayor had missed the train by a minute in his rush over the road by motor from New York to New Milford and then to New Haven.

Outlines His Plans

When the Mayor eventually arrived at Jamaicaaway, after a record trip, the entire party were still up waiting for him with a hot supper. And after he had finished his coffee, he outlined his explanation of the earliest start of public works in the history of the city. Under ordinary conditions, Boston cannot get started on its major projects until the middle of the year, when the Legislature and the City Council usually get round to granting authority for municipal expenditures.

"While in Washington," said the Mayor, "I received a telegram from Budget Commissioner Fox warning

that the demands for poor relief in the public welfare department had reached \$275,149.75 for the first two weeks of the year, as compared with only \$168,812 for the corresponding period in 1925, and \$238,353 for the first two weeks of 1930.

Means \$7,000,000 in Year

"Do you realize what that means? It means \$7,000,000 for poor relief this year, if the demand continues, as compared with only \$2,000,000 in an ordinary year. It means a tax of \$10 upon the head of every man, woman and child in the city of Boston, with its population of 700,000 approximately," the Mayor stated.

"But we must meet that demand. We must provide for our people, so that they may keep body and soul together. We have got to cut the red tape and supplement the poor relief with public works. These people do not want charity. All they want is a chance to work. By giving them work, we save their character and we get some return for the city," said the Mayor.

He charged that if the federal government had shown courage and leadership to cut the red tape and start public improvements providing employment throughout the country, there would not now be an unemployment problem. And he warned that public work for the unemployed would be better for the country than Communism.

Soviet Moscow, he declared, organized and financed the unemployment demonstrations in the various cities of the country. He warned that Communism would feed well on unemployment, unless action were taken to avert it and, through cutting the tape, he insisted that he would avert it here.

Ignores Critics

"I cut the tape last year and I am going to cut the tape as long as necessary to provide work for our people. And I will continue to do it, regardless of my critics."

Had not the red tape been cut last year, so that plans were made for the construction of the \$16,000,000 traffic tunnel even before it had been finally decided whether a bridge or a tunnel was to be built, 2000 men would not be going to work on the tunnel during the next two years, starting in the middle of March, the Mayor said.

While the controversy between the bridge enthusiasts and the tunnel sponsors was going on last year, the Mayor said, he directed Colonel Thomas F. Sullivan to put a double shift of engineers to work on the tunnel plans so that actual work could start when the final decision was reached.

Representatives from other sections of the country were amazed, the Mayor said, to hear that Boston had passed through 1930 without bread lines, soup kitchens, public appeals for community chests or apple peddlers on the street corners.

"Why, on Pennsylvania avenue, within a block of the Capitol, the seat of American government," said the Mayor, "I personally witnessed a bread line two blocks long. And in the shadow of the United States Treasury, the richest in the world, and within a stone's throw of the White House, I saw signs appealing for contributions to the welfare fund."

To Fight Communism

"In New York I saw 42-pound boxes of food, containing no meat, being distributed to lines of people, and around the corner were trucks apparently waiting to be loaded up by the alleged hungry, to be taken away to be sold at stores," said the Mayor.

"We will have none of that in Boston, if I can help it. We will provide for our people through organized relief and opportunities for work. We

HERALD 1/26/31

scandal was as briefly, and as consider-
ably noted—as follows:

The attention of the commission was attracted to the use of a supposedly new kind of floor oil by the department of school buildings and the public buildings department. Because of previous experiences with efforts of a certain type of contractor to obtain excessive prices for ordinary floor oil by making extravagant claims, the commission obtained samples of the 1930 variety for analysis and talked over prices.

Chemical analyses substantiated the commission's suspicion that it was an old "racket" under a new name, and report upon it prevented its use at an exorbitant cost in some departments and stopped use of it at similar cost in others.

Of the secret investigation of the use of correction the commission also reported in brief, friendly fashion. The investigators were first reported at the island soon after Labor day. They were there, with some interruptions until after the first of December. The report was made quietly to Mayor Curley Dec. 12. No hint of the investigation or its result, however, leaked out. It was announced first in the annual report. This part of the report said:

The commission's staff of investigators made a detailed study of administration of the important and expensive house of correction at Deer Island, which the city of Boston maintains for Suffolk county.

MASTER FAILED IN DUTY

They found that, because of the hesitancy of the master, in whom the law placed the responsibility of operating the institution, to exercise his complete authority, the practice had grown up of allowing irresponsible employees to handle without check most important duties.

An entire lack of efficiency resulted, statutory requirements in the assignment and release of prisoners were violated; discipline was lacking; the method of issuing and accounting for the vast amount of food supplies was open to the gravest abuses; and such abuse was found that the Mayor ordered the immediate discharge of one official upon receipt of the commission's report.

The commission's investigators worked with the new commissioner (William G. O'Hare) in establishing orderly procedure; in the institution of a correct and safe system of keeping important records; and brought about complete correction of the defects above recited.

PRAISES O'HARE

The commission desires to record here its appreciation of the splendid co-operation of the penal institutions commissioner.

Of the other achievements noted by the finance commission, most had received notice at the time of the report made by the commission. Among them were improvement in the administration of the public welfare department; saving on bids for snow removal; collection of overdue taxes; sale of unused city property at \$205,000; reforms in purchase of furniture by the schoolhouse commission; investigation of the Long Island boiler danger, re-
service, and more stringent check on inspection of paying construction.

LAUDS FIN COM

Samuel Silverman Praises Co-operation with City Officials

"I have been with the city for 12

years," Samuel Silverman, corporation counsel for the city, said last night, "and this is the first finance commission that has really tried to co-operate with city officials."

"When I took office, a year ago, I had a conference with the mayor and the finance commission. The matter of claims for injuries due to defects in streets and sidewalks came up.

"It was decided that the only way to beat claims that might be fraudulent was to compel all claimants to contest their claims in court.

"The result of this change in attitude was evident at once. The number of claims dropped off. In some cases claims were abandoned after it became known that they must be tried in court. In others the attorneys themselves quit.

"In spite of the new policy of trying every case, we had actually fewer cases than in previous years.

"I secured the approval of the mayor of an investigating department of our own, with which we could investigate every claim immediately it was filed, instead of waiting for the police department to get around to it, perhaps after the claimant had fully recovered.

"We found the finance commission criticism constructive and helpful and appreciate the new attitude of co-operation."

EXPLAINS PROBE

O'Hare Tells of Fin Com Investigation at Deer Island

William G. O'Hare, penal institutions commissioner, said last night that the finance commission investigation at Deer Island resulted in much constructive criticism, which was mostly of methods rather than of results of inefficient methods.

"The commission," Mr. O'Hare said last night, "was making a survey of all the city departments. Our department came in its turn. I told them that we had absolutely nothing to withhold, and the whole department was at their service, ready to help, and willing to accept suggestions and profit by them.

"They found that the prisoners were being treated humanely at the Island, that there were no drugs, that releases were being made on schedule.

"They did find that habits had grown up that would have offered opportunity for a dishonest employee to profit dishonestly. They did not find any graft, any shortage of food, or any graft in food. They did recommend that one position be abolished, and that position was abolished."

MANY ARE SIGNING BATHHOUSE PLEA

The petition in circulation by the Henry J. Sullivan Associates of Flood square, South Boston, requesting the park commission to name that bathhouse which is known as the L street bath the James M. Curley, Jr., bathhouse, has received many more signatures.

Among those signing the petition are the following: Judge Logan, Dist.-Atty. Foley, Transit Commissioner Sullivan, Senator Twohig, former Senator Bigney, Representatives Durgin, Reardon, Lee and Hickey, Atty. John B. Wenzler and Representative Foley.

CURLEY AGAINST STAGGER PLAN

Mayor Sees It as a Handicap in Overcoming Depression

Mayor Curley today expressed the view that present business conditions are part of a "preventable depression" which could be "settled over" if Washington would get the necessary faith and abolish the stagger plan.

His discussion of the economic outlook came during the course of his remarks before the legislative committee on municipal finance at a hearing in the State House when the annual Boston tax limit bill was considered. The mayor urged that Boston, like all other municipalities in the state, should be allowed to fix its own limit each year without going to the Legislature.

JOB BETTER THAN DOLE

In his statement on the general situation the mayor referred to the talk he had with President Hoover in Washington last August when he suggested to the President the expenditure of \$1,000,000,000 for improvements in the Mississippi river valley. The mayor said he was informed that plans were under way for the expenditure of about a third of that sum along the valley during the next three years.

"That stagger system might be all right if we expected the depression to last three years," Curley said. "But if we are to restore sanity and stability in America we must give up the stagger plan and get down to present day bases."

"Society, and by that I mean the law making bodies of the land, have a responsibility in a depression which hits the individual in his home. It is the duty of the government to provide an opportunity for the individual to work to provide for his family. It is better to spend \$100 on public works than to give out 50 cents as a dole."

"It will be difficult for this government of ours to survive another industrial depression such as this one has been with the banks overflowing and millions of people tramping the streets out of work."

The mayor gave figures on the city departments of public welfare, the city hospital and the social relief department to indicate the pressure being put on the city's finances at the time. He said that during the first two weeks of this month the welfare department expended \$275,000 as compared with an expenditure of \$165,000 in the same department during the entire month of January, 1925; \$178,000 during January, 1928; \$196,000 during January, 1929, and \$253,000 during January, 1930.

HERALD 1/26/31

Fin Com Reveals Long Probe at Deer Island

Irregularities Ended, Annual Report Shows—Two Rackets Also Stopped—Curley Says Goodwin Saved \$300,000

Investigation of the Deer Island house of correction lasting more than 10 weeks, resulting in the discharge of one official, elimination of irregularities in checking the huge food bill, and increasing efficiency and discipline of employees, was revealed last night in the annual report of the finance commission.

It is the first annual report made since Frank A. Goodwin was appointed chairman of the commission in October, 1929. It was hailed as the first finance commission report to record a constructive co-operation between the commission and the city administration.

Mayor Curley, whose experiences with previous finance commissions were anything but friendly, declared last night that the co-operation of the Goodwin finance commission had saved the city, he thought, more than a third of a million dollars. The mayor's comment was:

"About the only thing I can say about the report submitted by Chairman Goodwin is that we are both drawing salaries from the same source and we are both working toward the same common end.

"I figure the co-operation of the finance commission has saved the city and the taxpayer more than one third of a million dollars. I hope he will continue this same co-operation in 1931."

Besides the overhauling of conditions at Deer Island, the report revealed two

other rackets which would have produced material for scandal under different conditions.

One was the discovery by the commission of a new "Tylose" racket in the schools and public buildings, and its immediate elimination.

The other was the eradication of a "personal injuries racket," which the commission believed was costing the city thousands of dollars in settlement of fraudulent or doubtful claims for accidents.

By inducing the mayor and the corporation counsel, Samuel Silverman, to end the practice of having the city's legal department settle claims for accidents due to defects in streets and sidewalks, and to compel all such claimants to fight their claims in court, more than \$160,000 in such claims was saved to the city, the commission pointed out. This was substantiated by the corporation counsel.

The commission found that most of the accident cases were getting settlements beyond reason, and that most of them were by a group of lawyers, who appeared for one client after another. It pointed out its suspicion that the racket of searching out defects in sidewalks as a basis of claims had grown up.

Corporation Counsel Silverman reported that the new policy of taking all cases to court cut the number of cases filed, caused abandonment of many cases already filed, and yet resulted in no increase over previous years of the number of cases taken to court.

The report also confirmed the story published exclusively in The Herald recently that a committee was to be appointed to analyze purchases of fire apparatus, amounting to about \$150,000 a year, and determine a policy to be followed.

The finance commission found that the purchase of fire apparatus from the one company, without check-up to find if conditions remained unchanged, resulted in Boston paying higher prices and getting less than other cities. The commission also found that the company favored in Boston is now encountering successful competition by other manufacturers of fire equipment.

NEW SPIRIT SHOWN

Through the report is the evidence of a new spirit on the part of the investigators. This change of attitude is noted in the report as follows:

The commission decided that it would better to start off in

harmony with all these new officials and to use as sparingly as possible the one weapon, publicity, with which the commission was endowed by its legislative creators.

On the theory that city officials will be more responsive to criticism if they realize that the criticism is made in a co-operative spirit, the finance commission decided the time was ripe to adopt a new policy in its procedure. The commission believes that those in charge of the administration of the affairs of the city will be far more likely to correct faults if recommendation is made without public criticism and if public condemnation follows only refusal to be co-operative.

"A CONSTRUCTIVE SPIRIT"

In accordance with this policy the commission's investigations were conducted in a constructive spirit. Employees of departments investigated frankly helped the commission's investigators in obtaining information and the commission desires to record this fact and to express its appreciation.

The commission reported that in the matter of abatement of taxes the appointment of a regular "case worker" to the assessing department to investigate all petitions for abatement of taxes had undoubtedly saved the city a great amount, although business depression had produced abnormal conditions.

In regard to the "accident racket" the commission summed up the matter briefly, in friendly fashion as follows:

For some years the commission has been keeping track of settlements made by the city law department with lawyers for persons who claimed to have suffered injury from defects in the public highways. Protest had been made by the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of injuries paid for; and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

FEW LAWYERS

Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers and that invariably these lawyers were obtaining these settlements without having to prove in court the cause of the damage or the amount of it. Tabulation showed payments for such claims steadily mounting, as the following short comparison will show: 1927, \$141,723.77; 1928, \$158,480.40, and 1929, \$176,342.14.

In the month of January, 1930, the settlements reached a number and volume never before approached in our month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials.

Immediately orders were given by the mayor to end the policy of agreeing to executions without trial. As a result the amount paid in such cases dropped from the figure of \$176,342.14 as shown for 1929, to a total of \$85,436.04 in 1930, or a saving of approximately \$100,000 to the taxpayers.

FLOOR OIL CASE

The averting of another "Tylose"

Curley Cuts Red Tape for the Idle

Returns from Washington More Determined to Prevent Forming of Bread Lines

Mayor Curley, back at his desk today after a week in Washington, declared himself more than ever determined to meet the unemployment situation drastically with city income to avoid the formation of bread lines such as he had seen in Washington and New York.

Boston has been the only large city in the country without bread lines, soup kitchens or community chests, the mayor stated, following his conferences with congressmen from practically every State in the Union, and he insisted that Boston would continue to hold its record despite the protests of reformers.

He declared he would provide work for those now seeking relief at the charity headquarters at Chardon street, so that the city will get a return on the vast expenditures.

The mayor revealed that he has already started architects working on plans for new fire stations, police stations, a public welfare building and other institutions, although in strict accordance with the law the architects cannot be hired until after the money has been appropriated and the orders approved by the City Council.

"If we waited for the red tape," the mayor explained, "we would not be able to get these buildings started until May or June."

In a similar manner, the mayor said, he would award contracts for the construction of streets by slashing the official red tape. Disregarding the criticism of the last week, the mayor declared that he will award the street contracts without advertising, provided the city can obtain a fair price. That is, contractors now doing streets in various districts of the city as a result of low bidding, will be granted nearby streets at the same prices, the mayor explained.

This was taken as his answer to the protest of the Good Government Association that out of \$11,000,000 in contracts awarded last year, about \$1,000,000 worth were given out without advertising. Asked to comment on the G. G. A., the mayor merely smiled, "Let the dead rest."

"While in Washington," said the mayor, "I received a telegram from Budget Commissioner Fox warning that the demands for poor relief in the public welfare department had reached \$275,149.75 for the first two weeks of the year, as compared with only \$168,812 for the corresponding period in 1925, and \$238,353 for the first two weeks of 1930."

"Do you realize what that means? It means \$7,000,000 for poor relief this year, if the demand continues, as compared with only \$2,000,000 in an ordinary year. It means a tax of \$10 upon the head of every man, woman and child in the city of Boston, with its population of 700,000 approximately."

"But we must meet that demand. We must provide for our people, so that they may keep body and soul together. We have got to cut the red tape and supplement the poor relief with public works. These people do not want charity. All they want is a chance to work. By giving them work, we save their character and we get some return for the city."

He charged that if the Federal Government had shown courage and leadership to cut red tape and start public

improvements providing employment throughout the country, there would not now be an unemployment problem. And he warned that public work for the unemployed would be better for the country than Communism.

"I cut the tape last year and I am going to continue to cut the tape as long as necessary to provide work for our people. And I will continue to do it, regardless of my critics."

"Had not the red tape been cut last year, so that plans were made for the construction of the \$16,000,000 traffic tunnel even before it had been finally decided whether a bridge or a tunnel was to be built, 2000 men would not be going to work on the tunnel during the next two years, starting in the middle of March," the mayor said.

"Representatives from other sections of the country were amazed," the mayor said, "to hear that Boston had passed through 1930 without bread lines, soup kitchens, public appeals for community chests, or apple peddlers on the street corners."

"Why, on Pennsylvania avenue, within a block of the Capitol, the seat of American government," said the mayor, "I personally witnessed a bread line two blocks long. And in the shadow of the United States Treasury, the richest in the world, and within a stone's throw of the White House, I saw signs appealing for contributions to the welfare fund."

"In New York I saw 42-pound boxes of food, containing no meat being distributed to lines of people, and around the corner were trucks apparently waiting to be loaded up by the alleged hungry, to be taken away to be sold at stores."

"We will have none of that in Boston, if I can help it. We will provide for our people through organized relief and opportunities for work. We must do that or become victims of Communism."

Curley Finds \$16 Tax Limit Will Suffice

This Would Mean Same Authority as Last Year for City Appropriations

A larger tax limit for Boston had seemed inevitable for months, but the Legislative Committee on Municipal Affairs were evidently surprised today when Mayor Curley declared that, though the demands upon the city treasury will be much greater than last year, the tax limit could be kept within 75 cents per \$1000 of valuation of what it was last year.

The mayor, however, was speaking in behalf of his bill to abolish the tax limit and transfer the authority to the mayor and City Council. This question has come up year after year, but the Legislature has displayed little disposition to give the city fathers full control over their appropriations power.

Last year the Legislature authorized the city to spend for municipal purposes \$16, and the amount needed, according to the mayor, was \$15.25. Although the demands last year were the greatest in the history of the city it was possible to keep within a limit of \$15.25, the mayor pointed out, and he felt that at the most

not more than \$16 should be required for the present year.

Various undertakings, such as the improvement in the hospital facilities, which will require large expenditures, were outlined by the mayor, and in this connection he reminded the committee his public welfare department has been that in the first two weeks of January required to spend \$275,000, a sum as large, if not larger, than that spent in the same department for the entire month of January in 1930. Several other departments were cited to show that the any preceding ones should have the city authorities this year more than in authority asked for in the legislation presented.

Mayor Curley expressed the belief that Boston should not be considered in the same light as other municipalities if it is to go ahead. He expressed the belief that every available cent inside the debt limit should be spent for the relief of the unemployed. He told of viewing a long "bread line" in Washington and a huge sign appealing for aid to a Community Chest. He described the situation in the national capitol, as he viewed it, as "a serious indictment of lack of leadership in Washington."

Cambridge Petition

Defending his six administrations of the city's affairs Former Mayor Edward W. Quinn of Cambridge denied, before the committee, that the city is "broke" and expressed the wish that a "more thorough investigation of the city's financial condition could be made by a source not connected with the city."

Former Mayor Quinn was speaking on a petition of Mayor Richard M. Russell for legislation to change the financial year. After this year the city's financial year, the bill provides, would begin Jan. 1 and end Dec. 31.

"The impression that the city is broke is all rot," Mr. Quinn stated. He had not intended to speak on Mayor Russell's bill, but desired to be of assistance to the Legislature. The speaker felt that people should be encouraged to come and live in the city rather than having "slams in the newspapers" about conditions.

Former Mayor Quinn further informed the committee that at some times during his administrations there might have been a deficit in appropriations but added "they were always met. I never dodged the situation in any year of my six administrations."

Mayor Russell headed the group of speakers urging favorable action on the measure, which, in addition to changing the financial year, provides for the raising this year in the tax levy of a sum of \$1,500,000 for construction purposes and fixes for nine months of this year, an assessment of \$6.50 per \$1000 valuation for school purposes.

Mayor Russell enumerated a list of needed improvements which would be handled under the \$1,500,000 appropriation, including new schools, a new engine house and library improvements. Summing up his argument for the legislation the mayor declared: "It is needed; it is sound; it will enable the city to undertake needed construction work which will help to relieve the unemployment situation."

Stoughton Bell, representing the Cambridge Industrial Association and Joseph W. Motherwell, member of another local organization, favored Mayor Russell's proposed legislation "as a sound, businesslike set-up."

TRANSCRIPT

1/26/31

Post 1/26/31

Fin. Com. Sees Good Results by New Policy

Spirit of Co-operation with City Hall Means Great Saving, Report Says

In the belief that the former policy of the Finance Commission was wrong and that "city officials will be more responsive to criticism if they realize that criticism is made in a co-operative spirit," the present board outlines its work of the year for the Legislature, indicating the saving of many thousands of dollars of the taxpayers' money.

More investigators for which the mayor provided \$10,000, saved the city \$200,000 in cold cash by forcing city contractors to meet the specifications on city jobs, bringing about the "blacklisting" of a contractor and the discharge of a city inspector for permitting the use of less cement than was required.

Another \$100,000 was saved, the report says, through breaking up of an old ring of favored lawyers, who in the past had been able to settle questionable claims for damages against the city without the necessity of going to court.

But with all its co-operation, the Finance Commission noted that it had been forced on occasion to oppose the city authorities. It succeeded in cutting Mayor Curley's street program from \$10,000,000 to \$6,000,000, and it slashed the school building program from \$15,000,000 to \$3,800,000.

The report disclosed that probably for the first time in the history of the city, the mayor appealed to the Finance Commission for guidance before awarding city contracts. Commenting on these appeals, the report stated:

"An attempt was made by certain contractors to obtain a higher price for snow removal than the contracts which had already been made committed the city to pay, on the ground that these prices would allow a reasonable profit.

"At the request of the mayor, the commission therefore made an analysis of the bids. This revealed that the prices of the existing contracts were in each case sufficient to net the contractor a profit. The mayor thereupon accepted the commission's recommendation that the contract prices remain unchanged.

Checked Up Water Meters

"At approximately the same time the city received numerous bids for a large order of water meters. An analysis of the bids by the commission, also at the request of the mayor, showed a wide discrepancy in the quality of the meters offered, as well as in the prices. Therefore, the commission recommended award to a local manufacturer, whose offer, when price and quality were considered, seemed best for the city."

In reference to the criticised street contracts, the Finance Commission reported: "Another undertaking by the commission during the past year, of much importance to the taxpayers and very satisfactory in results, was the inspection of

street construction work while the work was in process. This was an innovation for the commission. Two inspectors watched the daily progress of construction work, checking execution with specification and reporting immediately variations from written specifications. It followed that the city got the pavement that it contracted for and contractors were prevented from obtaining payments to which they were not entitled."

Reporting on its investigation of fake claims against the city, the commission informed the Legislature:

"For some years the commission has been keeping track of settlements made by the city law department with lawyers for persons who claimed to have suffered injury from defects in the public highways. Protest had been made by the commission from time to time that settlements appeared unwarranted; that attorneys with influence were obtaining exorbitant or unjustified awards; that there was grave doubt of the defects named being the cause of injuries paid for; and that a certain class of persons was deliberately seeking defects to make the basis of injury claims.

"Examination of the list of lawyers obtaining settlements revealed that the bulk of the settlements was distributed among a very few lawyers and that invariably these lawyers were obtaining the settlements without having to prove in court the cause of the damage or the amount of it.

"In the month of January, 1930, the settlements reached a number and volume never before approached in one month. A new corporation counsel was then appointed. The commission, believing it was time for drastic action, arranged for a conference with the mayor and the new counsel, at which the facts as gathered by the commission were spread before the new officials. Immediately orders were given by the mayor to end the policy of agreeing to executions without trial. As a result, the amount paid in such cases dropped from the figure of \$176,343.14 for 1929, to \$85,436.64 in 1930, or a saving of approximately \$100,000 to the taxpayers."

The commission revealed that it had averted another "floor oil" scandal at City Hall during the past year by nipping the proposed purchase by the school buildings and the public building departments of ordinary oil with a high-sound-in-trade name at exorbitant prices.

Promise of an early report on the waste and extravagance in the administration of the schools was made by the Finance Commission.

To the report, the Finance Commission appended a list of forty-four reports which it has made during the past year to the governor, the Legislature, the mayor, the school committee and to the city auditor.

NEW WARD FOR CITY HOSPITAL

34 Beds Will Relieve Over- crowded Condition

Another emergency ward, with a capacity of 34 beds, will be opened at City Hospital today, to relieve the overcrowded condition which has existed at the institution since the beginning of winter. It will be the third ward to be re-opened in the old medical building, which was closed several months ago when the new medical building was completed.

At present there are 1287 patients at the hospital, about 267 more than can be comfortably cared for. The heavy influx of patients has resulted in the early discharge of others during convalescence and has necessitated the employment of cots in practically all of the wards. The extra work, moreover, has taxed the strength of those connected with the hospital and several doctors and more than a dozen nurses are confined to their beds as a result.

Most of the cases admitted to the hospital, according to Dr. Francis F. Brodrick of the executive staff, have been pneumonia cases. Very few of those admitted were suffering from influenza, he declared, and there is little indication of an epidemic of that disease in this section.

TRAVELER 1/26/31 NIECE OF MAYOR CURLEY IS ILL

Miss Sally Curley, daughter of former City Treasurer John J. Curley and niece of Mayor Curley, is convalescing from an attack of influenza and pleurisy at her home on Winthrop street, Roxbury. Her condition yesterday was greatly improved and doctors were of the opinion that the danger of pneumonia was past.

CITY HOSPITAL WHISKEY MISSING

Whiskey taken from the dispensary for patients at the City Hospital has been disappearing mysteriously, it was revealed with a visit to the hospital by a federal prohibition officer, and the sending of notices signed by Della M. Currier, superintendent of nurses, to nurses and house doctors.

The notices say that rarely if ever any whiskey sent from the dispensary to the wards has been returned to the dispensary after the patient has died or been discharged.

The superintendent of nurses says further that the head nurse is responsible for returning any liquor after the death or discharge of a patient and the remainder must be returned to the dispensary or receipted for. The visit of the federal prohibition officer to the hospital was revealed by Dr. Dowling, superintendent of the hospital.



JOHN HALLIWELL EX-MAYOR BRUCE

CARRYING HIS DEMANDS for measures to aid the unemployed through construction of vast projects, Mayor Curley appeared before the legislative committee on municipal finance

at the State House today. He is shown making his argument, while Mayor Russell of Cambridge, his hand to his face, listens attentively. (Staff photo.)

CURLEY'S FEE BILL TO LIFT TAX BURDEN

**Provides for Raising \$500,000
in Department Revenues;
Wins Strong Backing**

City departmental revenues will be increased \$500,000, thus relieving the burden of taxation on real estate, if a bill by Mayor Curley, approved by several prominent persons at a hearing before the legislative committee on municipal finance today, becomes law.

Among those who favored it were Thomas H. Bilodeau, legislative counsel for the city; Charles J. Fox, budget commissioner; Senator

Henry Parkman, Samuel Silverman, corporation counsel; C. L. Allen, representing the Chamber of Commerce. It was also favored by Boston Real Estate Exchange.

"The present system of fees charged by various departments is a hodge-podge," said Mr. Fox. "The mayor's bill permits the city to establish fees for licenses or permits issued by the city.

"A present 60 per cent of these fees are fixed by statute. There is no equitable relation to present day costs. Boston should be permitted to develop a logical fee system. How illogical the present system is may be gleaned from the fact that it now costs a tailor \$1 to store one gallon of naphtha on his premises for cleaning clothes, although a garage pays only the same sum for storing thousands of gallons of inflammable material.

"If this bill becomes law it will increase departmental revenues to at least \$250,000, possibly \$500,000. That would tend to relieve the burden on real estate."

CENTRE ST. JOB TO START SOON

Governor Ely today assured Mayor James M. Curley that he would sign the Centre, st., Jamaica Plain and Roslindale widening bill as soon as it reached his desk. This assurance was given during a half-hour visit by the mayor, Corporation Counsel Samuel Silverman and City Auditor Rupert Carven at the office of the Governor.

"This means that we will advertise for bids on the job within 30 days," said Mayor Curley. "The money, totaling \$1,350,000, is now available. Plans for the widening have been drawn and all that remains are a few details before we advertise for bids."

Mayor Curley said the actual work of widening Centre st. would cost about \$750,000. The remainder of the total available for the job will be used in settling damages for land takings.

AMERICAN 1/26/31

MAYOR DEMANDS TAX RIGHT TO AID JOBLESS

WOULD SLASH 'RED TAPE' AND GIVE WORK

Curley Tells Legislative Committee a \$17 Levy Would Help; Cites Huge Need

Mayor Curley appealed to the legislative committee on municipal finance today to "give us the money and we'll give the work."

His appearance at the State House was to ask a more liberal tax limit for Boston so he could carry out his announced plans of cutting red tape to start construction for relief of unemployment.

Before he appeared before the committee the Mayor called Corporation Samuel Silverman, Budget Commissioner Charles J. Fox, City Auditor Rupert S. Carven and Joseph Rourke, commissioner of public works, to his office for a 20-minute conference.

As he stepped from the train last night the Mayor announced he would slash red tape in order to provide jobs. He was just in from Washington where he went to boom Boston interests.

CITES HEAVY DEMAND.

Before the committee he asked that Boston be allowed to fix its own tax limit.

"Boston is the only city in the state that is not allowed to fix its own limit," he told the committee.

"Last year the committee was liberal, fixing the limit at \$16, and we found it possible to live within it.

"But what the future holds I do not know. During the first two weeks of January the overseers of the poor spent in excess of \$275,000 for the relief of unemployed.

"If that ratio is maintained it

will mean an excess of \$6,500,000 before the end of the year. It shows that \$37,000 more was spent in the first two weeks of January this year than in the whole month last year.

TELLS OF SOUP LINE

"Society itself—and that means legislators—is responsible for the industrial depression. Banks are full of money but it cannot be spent until society spends it.

"Until society gives work it is the duty of the government to provide it. I would rather see \$10 spent to provide work than 50 cents given in a dole."

He cited observations of his recent trip to Washington and described what was to him "the most touching scene ever experienced."

"The most touching scene I ever experienced was the sight of men and women in a soup line only two blocks away from the national treasury," he said.

WANTS \$17 TAX LIMIT

"If we could bring to the minds of leaders in Washington the faith which made our government successful in the early days it would go a long way toward permanent relief.

"I suggested to President Hoover that he act immediately toward the \$1,000,000,000 Mississippi project and spend the money at once, but he said \$375,000,000 was allotted to be spent over a three-year period under the 'stagger' plan.

"If there is going to be stability we must get over this stagger plan."

One of the committee asked the mayor if a \$16 tax limit would be enough if they didn't agree to allow Boston to fix its own limit.

"Whatever the committee says we will live within but I'd like to see it \$17," he replied. "Give us the money and we'll give the work."

The mayor told the committee city department heads had agreed to spend every available cent down to a surplus of only \$100,000, an amount he described as the smallest surplus on record.

Mayor's Niece Ill



STRICKEN WITH lobar pneumonia, Miss Sally Curley, daughter of the mayor's brother, John J. Curley, is seriously ill at her home, 52 Winthrop st., Roxbury. (Photo by White's Studio.)

SALLY CURLEY GRAVELY ILL

Miss Sally Curley, 22, daughter of John J. Curley, Mayor Curley's brother and former city treasurer, was definitely pronounced a victim of lobar pneumonia today.

Miss Curley is in serious condition at her home, 52 Winthrop st., Roxbury. She was stricken last week with a heavy cold. She is secretary to her father at his School of Realty office.

Post

1/27/31

RALLY TO AID PLANS OF MAYOR

Ely and Council Speed City's '31 Building Programme

Co-operation extended yesterday by Governor Ely and the Boston City Council to Mayor Curley promised to save him the trouble of cutting too much official red tape in order to start the city's 1931 construction programme immediately to provide jobs for the jobless now rather than wait until next summer.

TO SIGN WIDENING BILL

Although in past years the Chief Executive has been forced to stand by until May or June for legislative and Council authority to commence spending money for public improvements, the Council yesterday approved almost \$1,000,000 in loan orders for buildings, parkways, streets and playgrounds, and the Governor agreed to sign the \$1,100,000 Centre street widening bill as soon as it reaches his hands.

The bill is now in the Legislature, and as it has the approval of the committee and President Gaspar Bacon of the Senate, it was considered probable that it would not be delayed while on the way to the Governor's office.

To speed up the work on the widening the Mayor yesterday directed Chairman Thomas J. Hurley to double the force of engineers to complete the plans so that the contract may be advertised within a few weeks.

Chance to Cut Poor Relief

Provided the Mayor receives similar co-operation on other measures of his programme sent to the Legislature and the Council, he declared he would have a chance to cut down the poor relief demands upon the overseers of public welfare which threatens to reach \$7,000,000 this year unless work is provided for the unemployed.

To permit the city to provide work for heads of families now receiving heavy doles from the treasury the Council yesterday approved the adoption of legislation, giving men with two dependants preference on the civil service list over single war veterans.

The measure was presented by Councillor Robert Gardiner Wilson, Jr., and it was supported by Councillors Laurence Curtis, 2d, and Herman L. Bush, both of whom lost legs in the war. By providing work for the men, the city would receive services for their pay, and at the same time cut down the drain on the welfare treasury.

Declaring that it was a case of providing the jobless with job or leaving them the prey of Communism, the

Mayor insisted that he would maintain Boston's record in public welfare by cutting the official red tape, if necessary, to provide work without waiting for the time limit required to authorize appropriations.

Loan Orders Quickly Approved

The Council did not delay an hour in approving his loan orders for 10 major improvements throughout the city. Leading the list was a loan for \$300,000 to erect a three-story brick addition to the public welfare building at Chardon street.

As chairman of the committee on finance which considered the measure, Councillor Bush explained that haste was necessary because the building must be completed and open for business on July 1, when 3000 more cases will be added to the public welfare list through the old age assistance law, which will then become effective.

Approval was given by the Council for the expenditure of \$200,000 in the construction of a strandway to circle Castle Island and lay out a parking space for 2000 automobiles at Marine Park, South Boston. An attempt to divert this money to the construction of Hyde Park streets by Councillor Clement A. Norton of Mattapan, was blocked by Councillor Michael J. Mahoney of South Boston in a ringing appeal which won the support of his colleagues in the Council.

For the construction of bridges the Council approved loan orders totalling \$250,000, of which \$175,000 will be used to replace the Morion street bridge at Dorchester, and \$75,000 will go into the new Shawmut avenue railroad bridge.

To Improve Six Playgrounds

Finally the Council approved \$150,000 for improvements at six playgrounds in different sections of the city, allowing \$25,000 for each of them to provide bleachers, locker buildings and playing fields. As soon as the weather permits workmen will start the improvements at the Stanley A. Ringer playground at Brighton, the William Amerena playground, East Boston; James F. Healy playground, Roslindale; Smith's Pond playground, Hyde Park; Mary Hemenway playground, Dorchester, and Billings Field, West Roxbury.

As the advance guard of the playground workers, the Mayor yesterday approved the appointment of 13 gardeners in the Park Department to serve for three months at \$30 a week.

Passes Up Lowest Bidder

And to be ready for the Centre street widening he approved the construction of \$39,700 worth of sanitary sewers in the vicinity at West Roxbury. At the same time he authorized the construction of sewers in other sections of the city.

Disregarding the protest against the award of contracts to other than the lowest bidders, the Mayor returning to his desk at City Hall yesterday started off by approving a contract to the second lowest bidder.

Although a Somerville concern offered a price \$350 less, the Mayor approved the action of the Park Commission in granting a contract of \$4000 to Joseph B. McCabe, Inc., of this city, to supply 4000 cubic yards of cinders at the East Boston airport, giving as his reason the promotion of local industry.

MAYOR GIVES HUB FIRM PREFERENCE

Cutting red tape and disregarding criticism, Mayor Curley started out yesterday by awarding a contract to a Boston firm though the lowest bidder, coming from Somerville, offered a price \$350 less. "For the promotion of Boston industry," the contract to supply \$4000 worth of cinders at the East Boston airport went to the contracting firm of Joseph B. McCabe, Inc. The city will get 4000 cubic yards of cinders delivered at the flying field.

HERAND 1/27/31

Refund 10 Per Cent. of Business Men's Contributions for Legion Convention

Checks for 10 per cent. of their contributions to defray expenses of the recent American Legion convention were sent yesterday to business houses—a procedure unique in the history of conventions.

This was announced by Carroll J. Swan, president of the American Legion Convention Corporation. In addition to this refund, the corporation returned to the Massachusetts posts of the legion the entire amount of their contributions to the pre-convention fund—

money used for publicity and other means to get the convention to Boston.

These refunds were made after every bill had been paid in full. The legion convention in Boston spent more than four times as much as was spent in Philadelphia, the only city comparable in size to Boston in which the legion has convened.

Engrossed citations of appreciation went out with the checks to the business houses which contributed. Also inclosed was a pamphlet with excerpts from letters sent by Gov. Allen, Mayor Curley, Police Commissioner Hultman, Fire Commissioner McLaughlin, Edward Dana, manager of the El, the City of Boston Hotel Association, and many others, praising the legionnaires for their conduct during the convention.

The hotel men's letter commented on the fact that only six checks of the thousands cashed were returned, that property damage in 25 leading hotels was less than \$300, and that the association would recommend any city to invite the legion convention.

Post 1/27/31

BIG THROG AT TAMMANY BALL

Nearly 4000 Attend Event
at Hotel Bradford

Nearly 4000 men and women, including many of the leading Democrats of the city, attended the annual ball of the Tammany Club last night at the Hotel Bradford.

The club was founded by Mayor James M. Curley 30 years ago at the outset of his political career in Boston. Owing to the recent bereavement in his family he was not present last night, but a life size photograph of him was placed on the platform.

Assistant District Attorney Daniel J. Gillen, who is president of the club, led the grand march with Miss Margaret Curley, a niece of the Mayor. He was followed by ex-Representative Patrick Sullivan, secretary of executive committee, and Miss Mary Murphy; Thomas Walsh, secretary of the club, and Mrs. Catherine Buckley; W. T. A. Fitzgerald and Miss Gladys Stearns; William G. O'Hare and Mrs. Catherine Murphy; Assistant District Attorney William M. Gaddis and Miss Elizabeth Stearns; William L. Andrews and Mrs. Anderson; ex-Fire Commissioner Theodore A. Glynn and his daughter, Miss Catherine Glynn; ex-Senator

James Mulvey and Mrs. Mulvey; Mr. and Mrs. William Stearns, and Mr. and Mrs. James H. McDonald.

Before the grand march, 30 members of Wm. F. Sinclair Post 250, A. L., composed of municipal employees, gave a drill on the dancing floor, under the direction of Richard Kilduff. The Boston Fusiliers led by their commander, Harry Bagley, attended the ball in uniform along with Major James W. H. Myrick, former schoolhouse commissioner.

Among those who attended were Francis X. Hurley, recently elected State auditor; Charles F. Hurley, State treasurer; Arthur W. Sullivan, register of probate; John F. Cronin, clerk of the Supreme Judicial Court; Francis A. Campbell, clerk of the Superior Court; District Attorney William J. Foley, Assistant District Attorney Frederick T. Doyle, Sheriff Kelliher and Charles H. McGlue, former chairman of the Democratic State committee.

CITY HALL NOTES

For the relief of traffic congestion at the intersection of important arteries at Forest Hills square, Councillor Peter A. Murray yesterday introduced a loan order for \$350,000 for an underpass so that traffic on the Arborway could go beneath Washington street to Morton street without stopping. The order went to the committee on finance for consideration.

Councillor Murray also urged the assignment of a ladder company to the two-company fire house at Walk Hill street, Forest Hills, complaining that it

is now necessary for a ladder company to travel from Hyde Park or Roslindale in case of fire at Forest Hills.

Demanding better fire protection for the West End, Councillor John I. Fitzgerald urged that some of the apparatus recently quartered at the Bowdoin square central station be returned to the old fire stations. For the protection of the Massachusetts General Hospital, he asked that Ladder 24 go back to North Grove street, and that Engine 6 be returned to Leverett street.

Inasmuch as the corporation counsel and the city law department advise the Mayor on legal matters, Councillor Thomas H. Green yesterday urged the appointment of a committee of five Councillor-lawyers to advise the Council on legal affairs. There are just five members of the Council who have passed the bar, Councillors Wilson, Curtis, Bush, Ruby and Norton.

Early cash payment by the federal government of the adjusted compensation certificates granted to war veterans was advocated yesterday by the Council in a resolution introduced by City Councillor Albert L. Fish of Dorchester. He sent copies of the resolution to the two Senators and 16 Congressmen, representing the Bay State at Washington.

Filing of legislation at the State House to permit the school committee to transfer land on Dunbar avenue, Dorchester, to the park department so that it may be developed into a \$100,000 playground was demanded yesterday by Councillor Robert Wilson in an order adopted by the City Council.

HERALD 1/27/31

4000 ATTEND BALL OF TAMMANY CLUB

City Leaders at Curley Organization's Brilliant Fete

Nearly 4000 persons last night attended the 30th reunion and ball of the Tammany Club of Boston, the Roxbury, (Ward 8) Democratic political organization founded by Mayor Curley a generation ago, at the Bradford Hotel.

The grand march was led by Daniel J. Gillen, assistant district attorney, and Miss Margaret Curley, daughter of John J. Curley, former city treasurer, and niece of Mayor Curley.

Among those in the grand march were Theodore A. Glynn, former fire commissioner, and Miss Catherine Glynn, William G. O'Hare, penal institutions commissioner, and Mrs. Catherine Murphy, Asst.-Dist.-Atty. William Gaddis and Miss Elizabeth Stearns, Thomas Walsh, secretary of the club.

and Mrs. Catherine Buckley, Rep. Patrick Sullivan and Miss Mary Murphy, Arthur W. Sullivan, register of probate, and Miss Helen Stearns, and W. T. A. Fitzgerald, register of deeds, and Miss Gladys Stearns, former Senator James Mulvey and Mrs. Mulvey, Patrick J. Anglin was director.

Virtually all the city department heads of Boston, members of the city council and many of the members of the General Court were present, as were Dist.-Atty. William J. Foley, his assistants, Frederick Doyle and Joseph Scolponetti, Joseph T. Mulhern, former senator, Francis Campbell, clerk of the superior court, John F. Cronin, clerk of the supreme court, and Sheriff John A. Kelliher.

SPECIAL POLICE AT OIL HEARING TODAY

Expect East Boston Crowd of
1000 at City Hall

In anticipation of a crowd of 1000 East Boston residents at City Hall this morning for a hearing before the street commission on the petition of Philip S. Gaver for the construction of an "oil farm" at Orient Heights, Supt. Crowley yesterday issued orders for a special detail of police.

Twenty-five patrolmen, under the direction of five sergeants and Capt. Martin King of Milk street station will be

on duty from 10 o'clock on to greet the East Boston delegation, marshalled at weekly and semi-weekly meetings to represent the Orient Heights section.

The hearing is an upshot of a giant mass meeting held Jan. 7 in Faneuil hall, whence 600 persons marched upon City Hall to present their grievances to Mayor Curley. There they were met and sharply rebuked for their demonstration by the mayor, but were promised a hearing before the commission.

Gaver's petition proposes a bulk oil storage plant, with a capacity of 1,830,000 barrels, with an investment of \$5,000,000 on the 50-acre plot bounded by Boardman, Saratoga and Addison streets and abutting on Chelsea creek.

A series of meetings, culminating in the Feneuil hall episode, have been held to organize East Bostonians against the project. An organization known as the East Boston and Orient Heights Home Owners' Association has been formed to fight the erection of tanks in the district. John J. Corrigan, its president; representatives Ahearn, Barker and Fowler, City Councillor Timothy Donovan and ex-Representative Thomas Noland have led the opposition.

It became known yesterday that Cardinal O'Connell will be represented by legal counsel, objecting to the project because of the adjacent parochial school. Opponents further point out the danger to children at the playground near.

TRANSCRIPT 1/27/31

Plans for Welfare Building Complete

The architectural firm of Hutchins & French, 11 Beacon street, has completed the plans for the addition to the Welfare Department building on Bowker street, West End, for which the City Council is asked by the mayor to approve a \$300,000 appropriation. Francis Whitten of the firm explained the plans to Mayor Curley today and they were accepted. The basement will provide more conference rooms and more room for mechanical features. The first floor will provide additional public space and space for the clerks; the second floor will provide more room for settlement of cases and the third floor will provide for an overflow for emergency cases and for future needs of the board of overseers.

Push Governor's Island Air Plan

House Committee Approves Bill to Lease Base to Boston

Washington, Jan. 28 (A.P.)—The House Military Committee today approved the James bill directing the Secretary of War to lease Governor's Island, Mass., to the city of Boston for an airport. The measure, which has the approval of the War Department, is to permit Boston to extend its municipal airport so as to include the island and the underwater land of the United States pertaining to the island. Governors Island proper includes about seventy-three acres and the underwater land included in the bill amounts to about 200 acres.

"The city of Boston reports it is prepared to expend a large sum of money on this project, which expenditure will tend to relieve the unemployment situation in that vicinity," Secretary Hurley reported.

Asks \$1,119,000 Now for New Schoolhouses

Mayor Curley has asked the School Committee to make immediate provision for the expenditure of an available fund of \$1,119,000 for new schoolhouses, his letter reading in part as follows:

"I beg to direct your attention to the increase in the expenditures of the public welfare department. The first two weeks of January, 1931, represents a cost which if maintained throughout the year would approximate \$7,000,000, or 100 per cent in excess of the total expenditure of any previous year in the history of Boston.

"There is only one substitute for the dole and that is work, and this fact has been recognized by every municipal department with the exception of the school department which to the present time, while it has been most helpful, has failed to take advantage of the opportunity to put in circulation the money available either for intermediate schools or a high school representing \$1,119,000."

Conger Seeks to Repeat

Conger won the Curley mile here last year, with Gus Moore, Bob Dalrymple, Ben Hallowell, Francis Lindsay, Joe McCluskey and Joe Hickey following in the order named. The previous year the winner was Leo Lermond over Jimmy Reid and Sam Martin. If Conger repeats his 1930 victory Saturday, he will have a new element to face a week later in the person of Leo Lermond at the Millrose games, but it is interesting that Lermond will face Moore and McCluskey in the two-mile Larrivee trophy contest here, in view of the Nahant runner's reverses this winter.

Conger had not won a race when he came to Boston for the Curley mile last year, but Gus Moore set a moderate pace for eleven laps, enabling the experienced Conger to store up energy for one of his last-lap spurts. The winning time was 1:22, and it is probable that the winner will have to travel that fast to win the race Saturday. Some think a mile is too long for Dr. Paul Martin, but the Swiss star, who was fast enough to finish second to Doug Lowe in the Olympic 400 meters of 1924 at Paris, is satisfied that he has the stamina and judgment to run a fast mile and that, after all, is better than other people's opinions.

Meanwhile, relay trials are in full tilt at various college board tracks and the makeup of many of the teams should be available tomorrow. Hammy Kollmyer was missing again at Harvard yesterday, so it seems certain that Jack Pearson will team with Munroe, Record and Dodge against Holy Cross. Carl Pescosolido, Harvard freshman, has been very fast off the mark and may turn in a surprise performance in the dash Saturday. Jimmy Daley, last year's spring victor, is now coaching at St. John's Prep, so the speedy Holy Cross ex-captain will not be among those in togs at the K. of C. meet.

T. J. A. Johnson, City Greeter, Honored

Editor Robinson of Boston, Eng., Names His New Estate "Villa Magnolia"

Letters received from old Boston, England, indicate that the visitors from St. Botolph town who were this city's guests during the Tercentenary observance, are still talking both privately and publicly of their trip. The editor and director of the Lincolnshire Standard, for instance, George Robinson, writes in part:

"I have been giving lectures on my impressions of America, and on all hands I am being told by the people of this side of England that they have now a far different opinion of the American people from what they had before. I am glad to have had an opportunity of doing something in the way of creating a better atmosphere, and cementing better feeling between the peoples of New and old England. They now think of you as big-hearted, generous and friendly folk."

It is of interest also that out of compliment to Thomas J. A. Johnson, Boston's city greeter, who was indefatigable in his attentions to the English guests, Mr. Robinson has changed the name of his estate which he purchased just before coming over to this city from "Repton Lodge" to "Villa Magnolia," that North Shore town being the home of Mr. Johnson.

TRAVELER 1/27/31

CURLEY BACKS ARLINGTON ST. WIDENING PLAN

Opens Way for Huge \$2,000,000 Apart- ment House

A major street widening project, which may hasten the erection of a modern \$2,000,000 apartment block in the South end, was approved by Mayor Curley today.

Arlington street is to be widened from Piedmont street to Tremont street, a new bridge over the Boston & Albany railroad tracks will be constructed, and a straight, wide traffic connection will be provided from Beacon street to Tremont street, thereby eliminating congestion by forcing motor traffic to Boylston street.

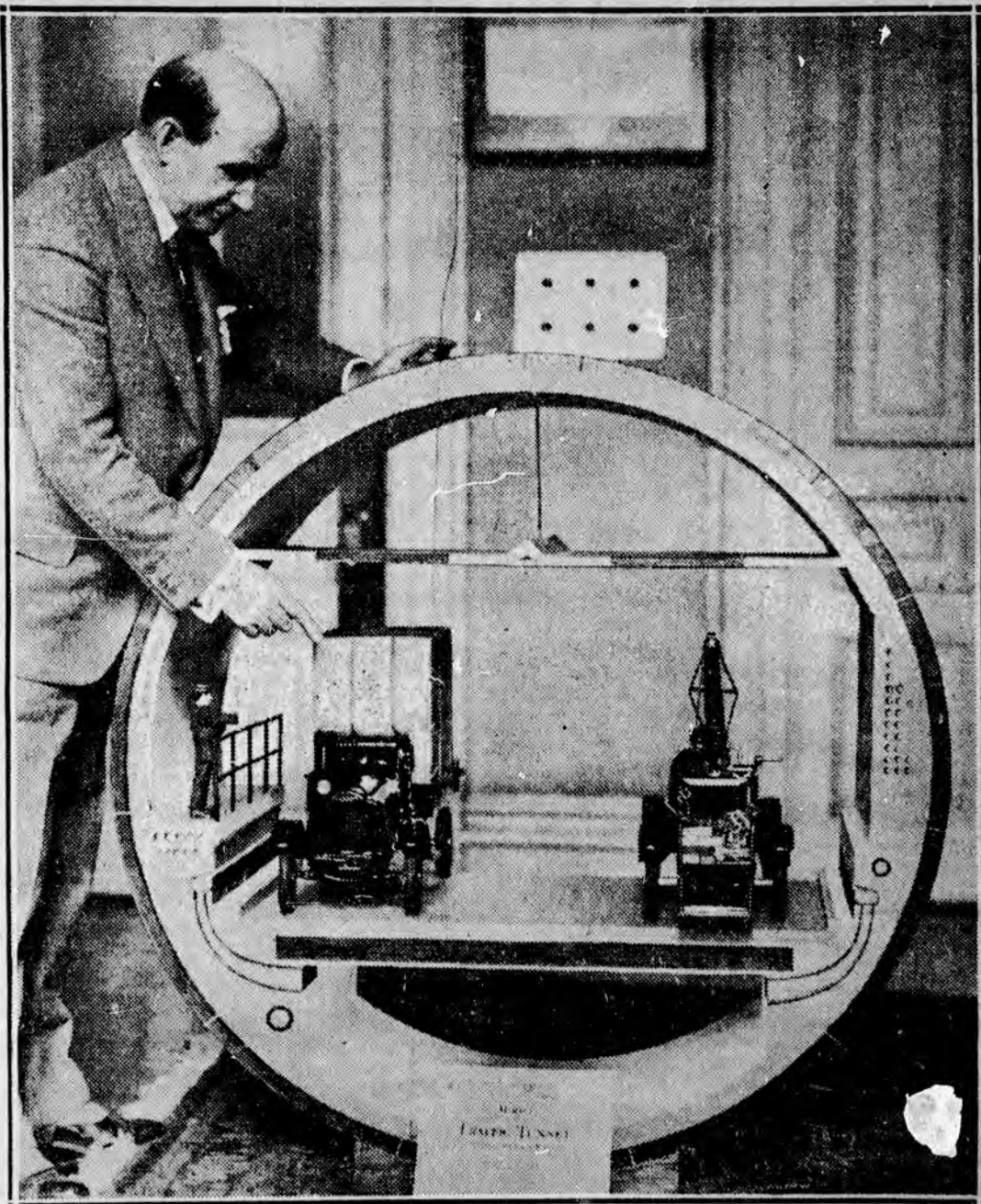
New York promoters, who have plans for the apartment block, described as the most pretentious structure of its type in Boston, and comparable with similar structures along Riverside drive, New York, have almost definitely agreed to go ahead with the project as soon as Arlington street is widened.

While no definite location has been disclosed, it is understood that it will cover practically an entire block between Isabella and Cortes streets.

Damages allowed by the street commission are: R. T. Adams Co., \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Ukrainian Catholic Church, \$30,000; Raymond A. Murphy, \$21,000; city of Boston, Abraham Lincoln school, \$35,000; Adeline and Emily Horgan, \$7000; Boston & Albany and Boston & Providence railroads, \$1.

Betterment assessments of \$75,000 have been determined by the commission which offset to some degree the damage awards which amount to \$338,000.

How Traffic Will Move in New Tunnel



Ingenious Model of \$16,000,000 Undertaking

Colonel Thomas F. Sullivan, Chairman of the Transit Commission, Indicates There Is Plenty of Room for Two Lines of Vehicles and Emergency Work

AN ingenious model of the East Boston traffic tunnel, prepared by the Boston Transit Department, is in the office of Mayor Curley and indicates the method of construction to be followed in the \$16,000,000 undertaking, and also the space available for the passage of vehicles.

The model had been constructed to scale, one-eighth the size in diameter and circumference of the tunnel to be, and the traffic flow was indicated by the presence of the miniature fire truck and merchandise truck traveling in opposite directions.

There has been much discussion over the width of the tunnel, many persons fearing that 21 feet 6 inches from curb to curb would be insufficient in case of accident and the necessity of trucks moving out of line for repairs. The model reveals that a passageway, 6 inches wider than School street, will provide plenty of space for emergencies.

Beneath the roadway in the tunnel the lower space will be utilized for drawing in fresh air at fifty miles an hour and the space above the roof of the roadway will be used to carry off the bad air. All improved apparatus in the latest tunnels

will be incorporated and, according to Colonel Thomas F. Sullivan, chairman of the transit commission, the air will be better than on any street in the city of Boston.

The tunnel will be 100 feet in circumference and 31 feet from top to bottom. Along its length there will be a rail-enclosed platform, a few feet above the roadway where police and inspectors will patrol and control traffic or signal for emergency wagons to snake out a disabled vehicle. The outer shell will be of steel 6 inches thick. Inside the steel there will be reinforced concrete 2 feet thick.

East Boston Wins Its Oil Tank Fight

Case Ends Abruptly Without Fresh Declaration of Remonstrance

Wild Scene Follows

Men and Women Cheer Mayor Curley as Street Board Throws Out Case

By Forrest P. Hull

Within ten minutes after Chairman Thomas J. Hurley of the street commission had banged his gavel for today's continued hearing on the projected "oil farm" at Orient Heights, East Boston, the case had ended. The petitioner's lawyer submitted documentary support for the petition and had rested. The commissioners then conferred and announced their decision as that of "leave to withdraw."

For a moment or more the crowd of men and women filling the gallery of the City Council chamber at City Hall seemed dazed. It was all too good to be true. They looked at each other quizzically. Then Councillor Timothy F. Donovan of East Boston, one of the leaders of the opposition to the tanks, stood in the middle of the chamber and proposed three cheers for Mayor Curley. The crowd needed no urging. The cheers were given with all the pent-up energy of a very happy gathering.

Fifty policemen were ready for all emergencies today, under the command of Captain King of Station 2. Only about a dozen, however, guarded the Council Chamber entrance as the crowd began to file into the corridors. The people were told that seats were to be found only in the galleries. The floor was reserved for the officials and the leaders for and against the movement which has rocked East Boston for weeks.

Dr. Santosuosso, assisted by his partner, George I. Cohen, represented Philip S. Graver of the Hotel Statler in his effort to install a 491,500,000-gallon oil tank plant at 100 Boardman street, East Boston. Before the lawyers presented their case Chairman Hurley explained that the street commissioners had received a letter from the petitioner withdrawing the first petition, "for technical reasons only," and had substituted another petition. The board had voted leave to withdraw on the first and was ready to hear the case on the second request.

Second Petition Also Out

It was then that Dr. Santosuosso arose to present his case by the filing of letters

from several prominent business firms and petitions bearing several hundred names. To the surprise of everybody, the speaker announced that he would rest his case with the filing of the documents. Even the street commissioners were taken aback by the unexpected move. There was silence in the crowded chamber until Chairman Hurley provided the electric thrill by the announcement that the second petition also had been thrown out of court.

The crowd, which quickly gave vent to its enthusiasm by the cheers for Mayor Curley, took the hint that it was the mayor who had interceded in their behalf. One young woman waved a small American flag over the edge of the gallery and continued to cheer. A dozen or more young women, all Italians, kept company in her gladsome refrain. Men threw their hats into the air and shouted all manner of gibes at the petitioner's representatives.

It was ten minutes or more before the crowd began to file out of the gallery. Even then they did not want to leave the scene. They would have had a merry time congratulating the three members of the street commissioners could they have located them. But the officials beat a hasty retreat through a side door and were in their offices in the annex before the shouting had died away.

Captain King and his officers gave every leeway for the jubilation, restraining nobody and not even requesting the people to move on. The enthusiasm was continued down the stairways and into the School street yard, where three hundred men and women lingered until they were tired. It had been a great victory.

Chairman Hurley of the Street Commission would make no statement explaining the reason for such unexpected action on the part of the board, except that the side of the remonstrants was well understood by them. At the time he and his associates were merely glancing through the documents that the petitioner's lawyer had presented, several of the leaders in the opposition to the tanks were over in a corner trying to apportion the time for argument among themselves.

Though it is seldom that any case before the street commissioners is decided without hearing the opposing side, Chairman Hurley did not look upon the board's action today as unusual. He remarked that courts often dispose of a case after hearing only one side of it.

After the hearing a large delegation of East Boston people went to the office of Mayor Curley to congratulate him on preventing the invasion of the oil tank enterprise. The mayor, three weeks ago, after the fiasco at Faneuil Hall, when the crowd claimed that the street commissioners had not been fair, gave them assurance of an impartial rehearing.

Big Loan Program Is Quickly Passed

The Boston City Council made quick work of the mayor's loan budget at yesterday's session. The program submitted to the council a week ago, emphasizing the unemployment situation, received little debate. One of the most important items was that of \$300,000 for a three-story brick addition to the public welfare building on Chardon street, haste being deemed necessary in view of the operation of the old-age-assistance law on July 1.

Approval was given for the expenditure of \$200,000 in the construction of a strandway to Castle Island and a parking space for 2000 automobiles at Marine Park. An attempt to divert this money to the construction of Hyde Park streets by Councillor Clement A. Norton of Mattapan was blocked by Councillor Michael J. Mahoney of South Boston.

For the construction of bridges the council approved loan orders totaling \$250,000, of which \$175,000 will be used to replace the Morton-street bridge at Dorchester, and \$75,000 will go into the new Shawmut avenue railroad bridge.

Finally the council approved \$150,000 for improvements at six playgrounds, allowing \$25,000 for each, to provide bleachers, locker buildings and playing fields. As soon as the weather permits, workmen will start the improvements at the Stanley A. Ringer playground, Brighton; the William Amerena playground, East Boston; James F. Healy playground, Roslindale; Smith's Pond playground, Hyde Park; Mary Hemenway playground, Dorchester; and Billings Field, West Roxbury.

To be ready for the Center street widening the mayor approved the construction of \$39,700 worth of sewers in the vicinity of West Roxbury. At the same time he authorized construction of sewers in other sections of the city.

Disregarding the protest against the award of contracts to other than the lowest bidders, the mayor yesterday started off by approving a contract to the second lowest bidder. Although a Somerville concern offered a price \$350 less, the mayor approved the action of the park commission in granting a contract of \$4000 to Joseph B. McCabe, Inc., of this city, to supply 4000 cubic yards of cinders at the Boston Airport, giving as his reason the promotion of local industry.

To permit the city to provide work for heads of families now receiving heavy doles from the treasury the council yesterday approved the adoption of legislation giving men with two dependents preference on the civil service list over unmarried war veterans.

COUNCIL ASKS MAYOR TO CLOSE PORTABLES

Ruby Puts Through Order
Aimed at Small Schools

Lydon, Soldiers' Aid Chief, Called
On to Explain His Office's Methods

Portable schools in Boston were scored by Councillor Ruby at the City Council meeting yesterday and his order calling on Mayor Curley to request discontinuance of all portables was passed under suspension of the rules. The Councillor charged at conditions under which children studied were "criminal," because of the absence of proper lighting, heating and sanitary provisions.

A statement of Asst Supt of Schools Jean C. Broadhead denying that pupils assigned to Atherton School, Ward 14, had been sent home because of darkness in classrooms was contradicted by Councillor Ruby.

The Councillor, quoting figures of Supt of Schools Jeremiah E. Burke, told the Council that 67 of the buildings were not equipped with artificial lighting and that 4124 pupils between 4½ and 13 years attend classes in 179 of the 153 portable schools. The use of portable schools in a city spending \$20,000,000 annually for the maintenance of schools was declared by Councillor Ruby not to reflect any great credit on the municipality. He charged that money spent for purchasing land, and payments to "favored" architects received the consideration of the School Committee ahead of the 4 percent of the school population which studies in portables.

Ambulance Change Reported

A change in the operation of the ambulance department of Boston City Hospital has been made, trustees of the institution reported to the Council, as a result of charges made by Councillor Wilson of Dorchester. The complaints of failure to respond quickly to calls were the first in years, it was said, and steps have been taken by the trustees so that in the future there will be no avoidable delays.

Loan orders given a first reading, which met with practically no opposition, were: \$200,000 for a roadway about Castle Island, \$175,000 for the Morton-st Bridge, \$75,000 for Shawmut-av Bridge, \$150,000 for improvements at six playgrounds, and \$300,000 additional for the Public Welfare Department.

Fire Department matters were brought up by Councillors Fitzgerald and Murray. The former asked that Engine 6 be returned to Leverett st and Ladder 24 to its old berth in North Grove st. Councillor Murray sought to have a ladder company assigned to the Walk Hill station, and also proposed a traffic underpass at Forest Hills, with a loan order for \$350,000, which went to the Committee on Finance.

Lydon Asked to Explain

Just how much authority Soldiers'

Keller Commissioner Lydon has to determine who shall or shall not receive relief and how long a man should be penalized for being arrested for drunkenness are questions that Councillor Norton asked to be enlightened on. He said also that one Boston man with a family in Boston quit a poorly-paid job in New York and was refused soldiers' aid and referred to the Board of Public Welfare when he returned to Boston. The money comes from the same treasury, and Councillor Norton asked why the man was ordered around. His order, which was passed, calls upon Commissioner Lydon to explain to the Council.

Mayor Curley will receive an order from the Council asking him to urge favorable legislation on a bill to give married men with dependents preference over all other eligibles on the Civil Service list for work calculated to relieve unemployment.

The committee on rules is to have an advisory committee as a result of an order by Councillor Green. The attorneys in the Council who will be put to work are Councillors Wilson, Ruby, Bush, Curtis and Norton.

A proposal of Councillor Wilson to make constables pay a fee of \$50 on appointment—to send it with the application—found one opponent in Councillor Bush, who said the constables should have to pay only a nominal fee. The Wilson order was sent to the committee on ordinances.

The old armory in Maverick st, East Boston, was not sold at an upset price of \$5000 and an order of the Mayor was passed, offering it at \$4300.

CURLEY'S HEALTH BILLS GET COMMITTEE HEARING

Frank Mott, chemist and milk inspector for the Boston Health Department, appeared today before the Legislative Committee on Public Health to urge favorable action on Mayor Curley's bill to require the manufacturers of sherbet to obtain a permit from the Health Department and thus place them under the same regulations as now pertain to the manufacture of ice cream. Mr Mott called the committee's attention to reports of investigators and their charge of unsanitary conditions found in some places.

Mr Mott also spoke for another of Mayor Curley's bills to require drug stores and other stores operating soda fountains where milk shakes are sold to take out a license to sell milk.

Hermann C. Lythgoe, director of the State Division of Food and Drugs, favored both bills.

The New England Association of Ice Cream Manufacturers was recorded in favor of the "sherbet" bill. C. F. Wright, representing the Massachusetts Pharmaceutical Association, favored the "sherbet" bill, but opposed the "milk-shake" measure. The Boston Association of Retail Druggists took the same attitude as Mr Wright.

CURLEY SPEEDS PLAN TO WIDEN CENTER ST

Acts on Ely's Assurance
That He Will Sign Bill

The Street Laying-Out Department was instructed yesterday by Mayor Curley, following a conference, to put an extra force of engineers at work immediately to hurry plans for the widening of Center st, West Roxbury.

Mayor Curley yesterday afternoon called upon Gov Ely and reported that the latter announced his willingness to approve the Center-st widening as soon as the measure reached the Executive office. The Mayor hopes to be advertising for bids within the next 30 days.

\$500,000 GAIN IF CITY CONTROLS FEES, SAYS FOX

Declaring that the revenue of the city could be increased \$500,000 annually, Charles J. Fox, Boston Budget Commissioner, speaking yesterday before the Legislative Committee on Municipal Finance, urged a change in the law so that the City Council, with the approval of the Mayor, would be authorized to establish all license fees now assessed in Boston.

The fee system as it now prevails is a hodge-podge and works many inequalities, said Mr Fox.

Senator Henry Parkman of Boston said he felt that the legislation would help to relieve taxpayers by requiring those given special privileges to pay in accordance to their value. There are 220 different fees provided and 127 of these are fixed by the Legislature. The Boston Chamber of Commerce and the Boston Real Estate Exchange were recorded in favor.

Francis Meredith, State Commissioner of Standards, opposed the bill on the ground it would upset the schedule for hawkers and peddlers recently fixed by the Legislature.

1265 PATIENTS IN CITY HOSPITAL

Dr. John J. Dowling, superintendent of City Hospital, stated yesterday that he foresaw the present overcrowded conditions at the hospital with 125 patients on cots, as early as last fall when he ordered a delay in tearing down one of the hospital buildings.

At present there are 1265 patients in the hospital in comparison with 1061 a year ago at this time. Dr. Dowling stated that the south department, where contagious diseases are cared for, is not as busy this year as it was a year ago.

AMERICAN 1/27/31

EAST BOSTON OIL TANKS BARRED

**Crowd of 500 Cheer Decision
Refusing Storage Permit
at City Hall Hearing**

East Boston residents today won their battle to prevent erection of tanks for storage of 93,000,000 gallons of gasoline and oil on Boardman st.

A hearing on the matter, held in the City Council chamber at City Hall and attended by 500 residents of the district, lasted only eight minutes and ended with announcement by Chairman Thomas J. Hurley of the Street Commission:

"This board has voted to give the petitioner leave to withdraw."

This statement was greeted with deafening cheers by the 300 men and women in the gallery, and joined in by an overflow crowd of 200 in the corridors.

ORDERLY THROG

The demonstration was orderly and there was no call for 50 policemen stationed in the basement of City Hall as a precaution. The last hearing on the petition, held at Faneuil Hall, was broken up by disorder among the opponents of the oil firm, who then marched to City Hall and stormed the mayor's office.

Six officers circulated among the crowd in the council chamber and the corridors today but had little to do.

The petitioner for the right to erect the oil tanks and store gasoline and oil was Philip Graver, of Arlington st., who it is understood is the representative of one of the large oil companies.

Opponents of the project gathered at City Hall more than an hour before the time scheduled for opening the hearing, 11 o'clock, and every available bit of standing room in the gallery was filled when Chairman Hurley rapped for order. Leaders of the opposition, including ex-rep. Thomas A. Niland and City Councillor Timothy Donovan, of East Boston, were on the floor.

PETITION OFFERED

The petitioner was represented by Dr. Joseph Santosuosso and George I. Cohen, Boston attorneys. The former presented blueprints and about a dozen letters in support of the petition, and also a petition which he said bore the signatures of several hundred East

Boston residents in favor of the oil farm.

"The petitioner now rests," said Dr. Santosuosso.

"Do I understand that your case is all in?" asked Chairman Hurley.

"Yes," said the lawyer.

There was a brief delay, during which the street commissioners whispered together, after which Chairman Hurley announced "leave to withdraw, which meant rejection of the petition.

As the commissioners filed out they were cheered and Mayor Curley was cheered on suggestion of Councillor Donovan. Still shouting about their victory, the crowd then poured out of the hall.

LONG FIGHT ENDED.

This victory ended a long fight. Once before a petition for establishment of an oil farm in East Boston had been rejected, and when the present petition was submitted, residents held mass meetings and organized an opposition to fight the project to a finish, claiming a fire hazard and destruction of property values.

GLOBE 1/27/31

CURLEY ASKS TAX LIMIT RIGHT FOR CITY

**Had to Spend \$275,000 on
Relief in Two Weeks**

Declaring that despite the greater demands upon the city treasury this year the increase in the tax limit would not exceed 75 cents, Mayor Curley appeared before the Legislative Committee on Municipal Finance yesterday to urge his bill to transfer from the Legislature to the Mayor and City Council authority to fix the city's tax limit.

He said that last year the General Court authorized the city to spend for municipal purposes \$16, and the amount paid out, he said, was \$15.25.

Various undertakings, such as the improvement in the hospital facilities, were outlined by the Mayor, and in this connection he reminded the committee that in the first two weeks of this month the Boston Public Welfare Department has been required to spend \$275,000, a sum as large, if not larger, than that spent in the same department for the entire month of January last year.

Several other departments were cited to show that the city authorities this year, more than in any preceding ones, should have the authority asked for in the legislation presented.

MAYOR APPROVES ORDER FOR MORE SCHOOL LAND

Mayor Curley yesterday approved an order of the School Department for \$20,000, for additional land for school purpose in the Elliot-Hancock district.

GLOBE 1/27/31

POLICE ON GUARD AT CITY HEARING

**25 Officers for Crowd at
Oil Storage Session**

A detail of 25 policemen will be present at City Hall this morning when the Boston Street Commissioners open a hearing at 11 o'clock on the granting of a permit to establish a 90,000,000-gallon oil and gasoline storage system in East Boston.

At a previous hearing held by the commissioners in Faneuil Hall an enraged crowd of East Boston residents halted the hearing. Prevention of any repetition of the incident is the reason for the police.

It is expected that a large crowd will fill the committee rooms and stretch down the corridors into Court sq. One group of 500 East Boston residents has already organized to attend the hearing. Hundreds of others will doubtless flock to City Hall.

Among those who will lead the fight against the establishment of the storage system is former Representative Thomas Niland of East Boston. Mr. Niland has asked Director David A. Chapman of the State's smoke inspection department to attend the meeting and testify as to possibilities of air pollution by the establishment of the system.

COUNCIL AND CURLEY BOTH FAVOR CASHING OF BONUS

City Government approval of measures designed to pay off adjusted compensation certificates of World War veterans in cash was promised yesterday.

The City Council, at its meeting, went on record in favor of cashing the bonus and Mayor James M. Curley said that when the Council measure reaches him, he will sign it immediately.

CHICAGO OFFICIALS VIEW CITY'S TRAFFIC LIGHTS

Three members of the Chicago South Park Commission arrived in Boston yesterday and, after paying a visit to Police Headquarters, where they were greeted by Police Commissioner Eugene C. Hultman and Supt Michael H. Crowley, were taken on a tour of the city so that they might study Boston's new synchronized traffic light system.

The visiting commissioners made Boston their first stop on a tour of several cities for the purpose of studying traffic light systems. The party is made up of Supt Timothy J. Howard, Philip S. Graver and William I. Bell. They were taken on the tour of Boston's lights by Capt James Lafe of the Back Bay station and Joseph Santosuosso, a friend of Commissioner Howard.

Dispute Over Bill to Raise Hultman's Pay

Lively Debate Marks Hearing on Bills Seeking Increase for Police Head

Opposition to salary increases for public officials, including Governor Ely and Police Commissioner Eugene C. Hultman of Boston was voiced this morning at a State House hearing by several speakers, particularly by Senator James J. Twohig of South Boston and former City councillor James A. Watson. Mr. Twohig stated emphatically that he was against increases for any and all persons in the public service.

Corporation Counsel Samuel Silverman of Boston represented Mayor Curley before the legislative Committee on Cities on the latter's bill to raise Commissioner Hultman's salary and said that the mayor felt that the commissioner should receive a salary commensurate with the responsibilities of his office, regardless of the person holding the position. He favored increasing the amount paid the commissioner from \$8000 to \$12,000 a year. Mr. Silverman made comparisons between the commissioner's salary and the amounts paid other department heads in the employ of the city, stating that the superintendent of school construction received \$12,000, the superintendent of schools the same amount and the chairman of the Transit Commission \$9000. Mr. Silverman said he was paid \$10,000 for his own services, and that he thought the duties of the police commissioner were fully as responsible as any performed by the officials mentioned.

B. Preston Clark, treasurer of the Lincoln House Neighborhood Club, said conditions in the district where the club is situated are better since Mr. Hultman became commissioner than at any time in the past twenty years. Bernard J. Rothwell, Thomas F. Lockney, Adolph Ehrlich and Thomas F. McGrath, representing Boston stores, all declared that greatly improved conditions have resulted since Mr. Hultman succeeded former Commissioner Wilson and favored increasing his salary.

Senator Twohig said that conditions were not right for the increase but that even if they were, he might oppose it. He drew a picture of the sufferings of the unemployed, many of whom have appealed to him for food and heat and made the crowd in the hearing room laugh when he said that Commissioner Hultman is one of the few men who cannot keep out of a good job.

"He was pushed into the commissioner-ship," said Senator Twohig. "Why not advocate increases for the policemen who have to face the peril, who travel in the night through dangerous places always ready to face the gun of the gunman, who are now contributing \$1 each to the unemployment fund, while the police commissioner sits snugly in his palatial office. It costs the policeman just as much to buy coal and a loaf of bread as it does the commissioner."

Representative Lewis R. Sullivan appeared before the Committee on Cities

to favor a bill introduced by him to amend the present law and make it compulsory for the appointment of a resident of the city of Boston to the position of secretary to the police commissioner.

Mr. Sullivan brought out that the present secretary is now and was, when appointed, a resident of the city of Melrose. Samuel Silverman, corporation counsel for the city of Boston, said Mr. Scanlon, the secretary, is expected to move into Boston soon. The measure was opposed by Charles H. Adams of Melrose.

LEADERS AID IN PLEA FOR 2 BILLS

Silverman Cites Many Higher Salaries Paid in Less Responsible Posts

Representatives of Mayor Curley and leading Boston business concerns urged an increase in the salary of Police Commissioner Eugene C. Hultman from \$8000 to \$12,000 a year, at a hearing held today by the joint legislative committee on cities at the State House.

At the close of the hearing, the committee took under consideration two bills providing for the increase, one filed by Mayor Curley and the other by President Felix Vorenberg of the Gilchrist Company.

The committee was told that other city department heads were receiving higher salaries while in many respects the position of police commissioner was second in importance only to that of the mayor.

PROTECTOR OF YOUNG

"Conditions surrounding young people are largely in the police commissioner's hands, and we now have better conditions than have existed before in the last 20 years," said B. Preston Clark, vice president of the Plymouth Cordage Co. and treasurer of Lincoln House in the South End.

"Mr. Hultman is functioning in a distinguished way for the best interests of the city of Boston and its citizens and future citizens."

Corporation Counsel Samuel Silverman, who appeared for the mayor, said:

The mayor's bill was filed because he believes that, no matter who is police commissioner, the salary should be commensurate

with the importance of the position.

"The police commissioner is required to give his entire time to his job and is not allowed to engage in other business."

CITES HIGH SALARIES.

"Heads of other departments in the city are getting more, including the superintendent of construction of school buildings, \$12,000; superintendent of schools, \$12,000; chairman of the transit board, \$9000. My own salary is more and one of my assistants is receiving more. The city treasurer gets more and there are others. The police commissioner's responsibility is at least as grave as theirs."

"The police commissioner must be a man of high type. The city must pay his salary and if the mayor is willing, I don't see why the legislature should stand in the way. Unlike some other large cities, the police commissioner in Boston has executive as well as administrative responsibility."

BUSINESS MEN FOR HIM

Thomas F. Lockney, director, Jordan Marsh Company, praised the administration of Commissioner Hultman, as did Adolph Ehrlich, president and treasurer of C. F. Hovey Company, and Thomas F. McGrath of Conrad & Co.

Concerns which were placed on record as in favor included William Filene's Sons Co., E. T. Slattery Co., C. Crawford Hollidge, Gilchrist Co. and Bernard M. Wolf, Inc. Corporation Counsel Silverman placed President Vorenberg of the Gilchrist Co. on record.

There were two opposition speakers, Senator James J. Twohig of South Boston and former City Councillor James A. ("Jerry") Watson.

AMERICAN 1/27/31

NOVEL NAMES OFFERED FOR TUNNEL

If they dig the new East Boston tunnel as fast as names for it are pouring into the Boston Evening American office—the tunnel is practically completed.

Only a dozen hours after the name coupon had been first published in the Boston Evening American, responses and names began to come in—and 24 hours after the first publication every mail was bringing a stack of replies.

Thus far, 61 different names have been submitted for the new traffic tunnel from Boston to East Boston, bids for construction of which will be opened shortly.

NAMES DUPLICATED

Many of the names have been duplicated by senders, of course, but every mail brings new designations.

Some have sent in the name Curley Tunnel, while others wish it named James M. Curley, Jr. Tube or Boston Airport Tunnel or General Clarence R. Edwards Tube.

Strangely enough, only one suggestion that the tunnel be named after East Boston's old-time designation of Noddle Island has been received thus far.

Here are some of the other suggested names: East Boston Tube, Gov. Fuller Tunnel, Bay State Transit, Airport Tunnel, Common Labor, New Bostonian Tube, East Traffic Tunnel, Naples Alpen Tunnel, Boston Memorial Traffic Tunnel, Victory Tunnel, Democrat.

VARIED LIST OF NAMES

And then: Liberty, Greater Boston Traffic Tunnel, 300th Anniversary Tunnel, La Bocca de Dando, Ocean Foam, North Shore Tunnel, Yankee Tunnel, Ely North, Haymarket Tunnel, East Shore Cross Meridian Cut, Serpione Tunnel, Donald McKay, Foch Tunnel, Commonwealth Tunnel, Lindbergh Tunnel, East Memorial Tube, Crossport Tunnel, Porter Tube, East Boston Transportation Tube, East Boston Inlet, East Boston Airport Subway—and there are many others.

Send in your suggestion for a name. Remember, the new traffic tunnel exit at Meridian st., East Boston, at Porter st.

Merely fill out the coupon printed elsewhere in this edition, and mail it to The Tunnel Editor, Boston Evening American, 5 Winthrop sq., Boston, Mass.

NEGLECTANCE CHARGED BY WARD, DOWD

Senator and Councillor Favor Bills to Pay the Parents Who Lost Children

Boston school officials were accused of negligence today at a hearing before the legislative committee on cities on bills to reimburse parents of two children alleged to have died from injuries received in schools.

The bills would provide up to \$5000, in each case for the parents of Dorothea Carson, and Raymond A. Purington, Jr.

Dorothea Carson died in City Hospital Nov. 4, 1930 of osteomyelitis of the left leg, alleged to have been caused by being kicked in the Aaron Davis School, Roxbury.

DIED OF LOCKJAW

The Purington boy died Dec. 11, 1930, of lockjaw, alleged to have resulted from sitting on a rusty pen placed in his chair in Bunker Hill school, Charlestown, on Dec. 5.

Dr. James P. Hepburn, professor of surgery at Tufts, and visiting physician at City Hospital, described osteomyelitis as an acute infection of the marrow of the bone, and said the Carson girl's death might have been caused by a kick.

Senator Michael J. Ward charged the school committee gave the Davis school principal a clean bill of health without investigating the Carson child's death, and said the principal's attitude was "arrogant."

Councillor John F. Dowd said he was convinced of neglect on the part of the school authorities and that the Carson girl was attacked by two or three other children while she was acting as monitor.

SAT UPON PEN

Rep. Robert L. Lee said the Purington boy was reciting, that another pupil put a pen in his seat and when he sat down, the pen entered his thigh so that blood poisoning resulted.

Dr. Gerald A. Fagan told of the boy's death in City Hospital.

Rep. John J. McCarthy said there was a moral, though no legal responsibility, to reimburse the families.

Asst. Supt. of Schools M. J. Downey opposed both bills as creating dangerous precedents.

GLOBE 1/27/31

COUNCIL COMMITTEE PASSES LOAN ORDERS

Four Departments of City to Share \$2,000,000

New Sewers, City Hospital, Libraries and Long Island Building Approved

Loan orders for more than \$2,000,000, divided among four city departments, were approved by the Committee on Finance of the Boston City Council yesterday.

The orders include \$1,000,000 for sewers, \$813,000 for immediate expansion and improvement at Boston City Hospital \$200,000 for branch libraries in the Faneuil district of Brighton and the Boylston district of Jamaica Plain, and \$200,000 for a recreation building at Long Island Hospital. The last order carries out the promise of Mayor Curley, made on his Christmas visit to the inmates of the hospital.

Chairman Joseph P. Manning of the board of trustees of the hospital outlined construction projects, which will not disturb the patients at the hospital, now overcrowded. Certain projects authorized last year cannot be undertaken until the number of patients drops to normal, he said.

The projects are: Modernizing the Lamont G. Burnham Memorial Building, \$86,000; erection of an electrical distribution center, \$86,000; equipment of new laundry building, \$125,000; addition of \$11,000 to last year's construction figures of \$174,000; new kitchen and refrigerating system, \$342,000; remodeling of the present laundry into a centralized supply depot, \$60,000; new ambulance station, in the event that housing facilities for ambulances are not provided in new laundry building, \$30,000.

Authorization for the expenditure of \$572,000 for a children's pavilion was given last year but plans call for \$74,000 additional and an extra 1½ stories. It is one of the buildings that must await a return to a normal number of patients.

Chairman Frank W. Buxton of the library trustees recommended the branch library locations and said that the trustees consider 32 branch libraries ample.

Public Works Commissioner Rourke presented a list of streets where sewers are needed at the present time and estimated the cost at \$2,200,000. Sewer demands, he said, are increasing so rapidly that the customary \$1,000,000 appropriation is not enough to do the work that should be done.

Commissioner James E. Maguire explained that 633 male inmates at Long Island have to pass their time in a poorly ventilated basement. The new building will provide sufficient space for men and women inmates to attend special entertainments.

TRAVLER 1/27/31

TRIBUTE PAID TO FR. O'BRIEN

Noted Figures Honor Winthrop Priest's Memory at Funeral

Men prominent in affairs of the nation, state, city and town, paid final tribute today to the Rev. John T. O'Brien, beloved pastor of the Church of St. John the Evangelist, Winthrop, at funeral services for the repose of his soul, held in that church. Approximately 100 priests were present. The Rt. Rev. Mgr. Richard J. Haberlin, D.D., I.P.P., vicar-general, represented the archdiocese of Boston.

Solemn requiem mass was celebrated by the Rev. Timothy J. Holland, pastor of the Church of the Immaculate Conception, Revere.

The Rev. John H. Lyons, pastor of St. Bridget's Church, Abington, was the deacon; the Rev. Edward H. Conroy, chaplain at Deer Island, the sub-deacon, and the Rev. Thomas Markham of Haverhill, master of ceremonies. The Rev. Michael J. Scanlon, I. P. P., of St. Rose's Church, Chelsea, preached the eulogy.

The Rev. Charles McGinnis of St. John's Seminary, Brighton, was the thurifer. The Rev. Patrick Dawson and the Rev. Edward J. Fraher, the latter pastor of St. Thomas's Church, Peabody, were the acolytes. The music of the mass was by the priests' choir, under the direction of the Rev. Walter J. Lambert of Gate of Heaven Church, South Boston.

Mayor James M. Curley was in the throng that filled the edifice. A letter of condolence was received from United States Senator David I. Walsh, who was a close personal friend of the priest. Fr. O'Brien was the first Plymouth to be ordained to the priesthood. Burial was in St. Mary's cemetery in the town.

Mass Mayor

People's Editor:

The citizens of Boston have every good reason to be thankful for their great mayor.

His masterful and intelligent handling of the many great problems coming before him, calling for present and immediate action because of the dire need of our people; his journey to Washington to point out convincingly and successfully to the secretary of war the advantages to be derived from extending our airport facilities to Governor's Island which when finished will give us the finest airport in the world; his lucid exposition of the Mississippi River Valley development with its potentialities for a new, active and profitable mid-country industrial empire; his solicitude and interest in all veterans of all our wars and their families; in fact the zeal with which he labors for the public good, so tirelessly and unselfishly, covering every line of human thought and endeavor most certainly should and has endeared him in the hearts and minds of each and every appreciative person in our community.

May God give him strength and wisdom to carry on.

JOHNSON BURIED AT MT. BENEDICT

Rites for Former City Collector Held in Jamaica Plain Church

Funeral services for George H. Johnson, former city collector and official greeter, were held today in the Church of Our Lady of Lourdes, Brookline avenue, Jamaica Plain. A requiem high mass was celebrated at 10 o'clock by the Rev. Leo McCabe. Burial was in Mt. Benedict cemetery, West Roxbury.

The bearers included Edward J. Callahan, John P. O'Connor, Dr. Francis McKenna, Dr. Leon Newman, Edward F. Condon, secretary to the Boston Transit Commission; Dr. John W. Lane, Joseph L. Polley and former Senator Richard S. Teeling.

The ushers were Peter Rogers, Carl F. Kitts, L. B. Newman and John J. Lordan.

Among those present were former Mayor and Mrs. Nichols, Cornelius J. Reardon, secretary to Mayor Curley; John J. Curley, former city treasurer; Joseph T. Lyons, Samuel Silverman, corporation counsel; Robert J. Bottomley, Sheriff Keliher, William C. Wall, Theodore A. Glynn, former fire commissioner; City Councilman James Hein, Daniel Lane, Assessors Dalley and Kelly, City Collector McMorro, John F. Cronin, clerk of the supreme judicial court; William Fisher, former traffic commissioner; George E. Kahn and John T. Kennedy.

A delegation from Boston Lodge of Elks also attended.

AMERICAN 1/27/31

CITY OFFICIALS AT JOHNSON FUNERAL

Ex-Mayor and Mrs. Nichols Attend the Last Rites for Former City Collector

Many present and former city officials, and a large delegation of Elks, attended funeral services today for George H. Johnson, former city collector, and head of the public celebrations department under Mayor Nichols.

A requiem high mass at Our Lady of Lourdes Church, Brookside ave., Jamaica Plain, was celebrated by Rev. Leo McCabe, who also read the prayers at the grave in Mt. Benedict cemetery.

Among those attending were ex-Mayor and Mrs. Malcolm E. Nichols, Corporation Counsel Samuel Silverman, City Councillor James Hein of Brighton, Joseph P. Lyons, Cornelius A. Reardon, secretary to Mayor Curley; John J. Curley, former city treasurer and brother of the Mayor and Robert J. Bottomley.

Representatives of the Elks included John J. Cassidy, Edward C. Carr, John F. Burke, George E. Curran, William J. Casey, Peter McCarron, Dr. E. F. Cronin, Mark Mulvey, G. J. MacDonald, George Reed and former Fire Commissioner Theodore Glynn.

500 Seek Ban on East Boston Oil Tank Limits

Five hundred residents of East Boston, most of them women, appeared today before the legislative committee of public safety in support of a bill filed by Henry Selvitella relative to petitions by oil companies for tank permits.

The measure would prevent an oil company from renewing a petition for permit to erect tanks for storage of more than 1,000,000 gallons of gasoline or other inflammable material within five years of hearing on and denial of a previous petition.

The Selvitella measure is precautionary following the victory of East Boston remonstrants yesterday when the Boston street commissioners denied the petition for storage of millions of gallons of oil.

NILAND BACKS PLAN

Former Representative Thomas A. Niland told the committee that the law should be amended in order to prohibit renewals of tank

petitions for five years after they had been denied.

He and Selvitella declared that oil companies directly or through agents under the present law had the right to renew petitions the day after denial and every day in the year. The Selvitella bill would stop this.

HARASSED FOR YEARS

Niland declared that the people of East Boston had been harassed for years by such petitions and they wanted some assurance that the long fight which was crowned with victory Tuesday would not be marred by constant renewals of such petitions.

"The denial of the petition was a victory of the manhood, womanhood and childhood of East Boston," declared Niland. "We wish to be permitted to live in peace."

Other speakers for the measure were Representative William Barker and William H. Hearn and Arthur W. Sullivan of Boston probate registry.

TRAVELER 1/27/31

Lesson in Orderly Government

An oil company wished to establish a storage plant at Boston. The capacity needed was 1,830,000 barrels. Only certain locations could be used because of transportation and other problems. The company found the site it wanted at 100 Border street, East Boston, and applied for a permit to establish the plant.

A hearing was to have been held before the board of street commissioners. The company was to present its case and then residents of East Boston were to be heard in protest against the establishment of the storage plant. But many residents of the district raised such a commotion at the meeting that the company's case could not be heard. So riotous did the gathering become that Chairman Hurley had to adjourn the meeting. The crowd then marched boisterously to City Hall. It accused city officials and newspapers of having been bribed. It made itself generally ridiculous.

Subsequently, calmer persons, more representative of East Boston, must have shown these folks the folly of their ways. A second hearing was given yesterday, at which the company presented its case. East Boston was well represented among the spectators. The meeting was orderly. When the company had concluded its presentation, Chairman Hurley announced that the permit would not be granted. The objectors did not even have to present their side of the case.

The oil company was completely within its rights in asking for the permit. The people of East Boston were exactly within their rights in protesting if they so desired. The rioters were certainly not within their rights at the first meeting. On the contrary, they violated the rights of others. Perhaps by this time they have learned that oil companies are not going about bribing city officials and newspapers.

MAYOR FAVORS WIDENING PLAN

Arlington street in the vicinity of Columbus ave. is due to become the center of an apartment house district within the next few years as a result of Mayor Curley's action today in approving plans for the widening of that thoroughfare.

An order for this improvement at a cost of \$600,000 was approved by the Mayor. As a result it will be necessary to plan for the construction of a new \$150,000 bridge over the railroad tracks between Arlington st., and Arlington sq.

A group of New York financiers are planning the erection of a \$2,000,000 apartment house in the area. Final decision has been held in abeyance pending action by the city on the widening project.

Mayor Curley said that the widening will also serve to relieve traffic conditions in Boylston st. Land damages totaling \$338,002 will be paid by the city. Betterment assessments total \$75,000.

Island Lease for Airport Approved

Leasing of Governor's Island by the War Department to the city of Boston for extension of the airport was approved today by the House committee on military affairs, which reported favorably on the James bill, providing for the transfer.

The project already has the approval of the War Department, and if Congress passes the bill, \$1,250,000 or more will be spent grading the island and filling in the harbor between the island and the present airport.

Mayor Curley, who has waged a long fight to bring about the transfer so that work could be started immediately to aid unemployment, last week obtained a favorable report from the sub-committee of the committee on military affairs, and today's report from Washington is one more step toward completion of the necessary preliminaries.

AMERICAN 1/27/31 CAPONE OPENS BOSTON OFFICE, POLICE SAY

Hultman Learns 'Scarface Al'
Recruited Gangsters at
Back Bay Banquet

Al Capone, Chicago king gangster, is attempting to establish himself in Boston, according to information given today to Police Commissioner Eugene C. Hultman.

Capone was given a banquet two weeks ago in a Back Bay hotel, and since then has been quietly digging himself in, in Boston, this information adds.

At this banquet were two brothers known as Boston racketeers, and who have become local lieutenants of the Chicago gangster.

OPENS OFFICES HERE

Part of the police commissioner's information was that Capone and his crowd had opened offices in a downtown building.

Capone's foothold in Boston, it is understood, is the first step in an attempt to get control of bootlegging operations in northern New England—and as a result police are watching for an outbreak against the gangster.

Commissioner Hultman's information came after several days of secret investigation, conducted by him after a conference with Mayor Curley.

Plans have been laid by Capone gang to force owners of all flourishing speakeasies and rum runners to line up with Capone.

A former convict released from Charlestown State Prison recently is the "strong-arm" man who has been approaching Boston rum runners and bootleggers, threatening them with death if they failed to pay protection money to the Capone lieutenants.

GANG WAR LOOMS

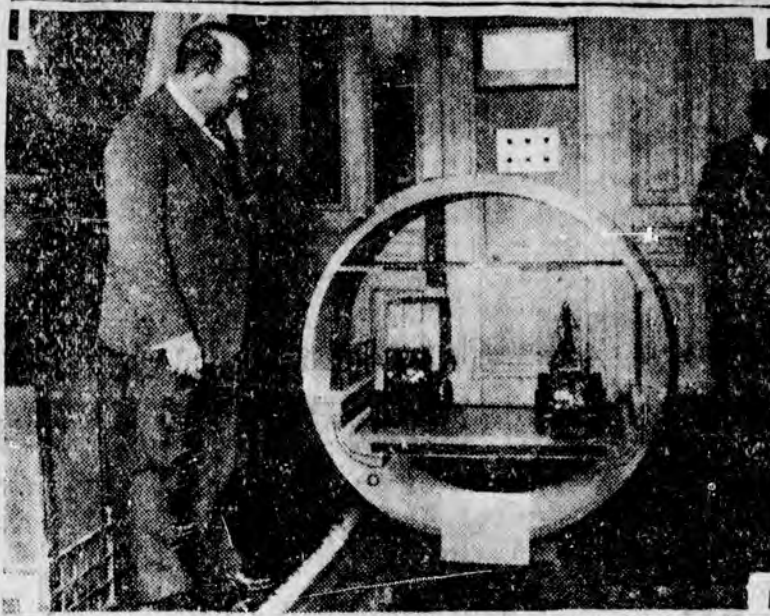
The present recognized chieftain of Boston bootleggers is preparing to stand off invasion of the Capone "mob" and is lining up supporters in the North End, according to police information.

The names of several of Capone's lieutenants chosen from local racketeers are known to the police and they are under constant surveillance.

Others who have arrived in the city in the past two weeks are known to the police and are being watched.

Commissioner Hultman today declared he had instructed each division commander to keep a strict watch on places suspected of harboring bootleggers and criminals.

How Tube Will Look



City Treasurer Edmund L. Dolan in the mayor's office viewing a model tube that gives some idea of what the new \$16,000,000 vehicular tube connecting Boston and East Boston will look like. Dolan will sign all checks in payment for the work.

Permit for East Boston Oil Storage Plant Turned Down

Street Commission Acts Speedily Without Customary Formalities—Crowd Applauds as Leave Is Granted to Withdraw

The street commission today denied Phillip S. Graver a permit to establish a bulk oil storage plant at 100 Border street, East Boston, of a capacity of 1,830,000 barrels.

The decision was made without the formality of the hearing customarily granted to petitioners for such permits, and without allowing representatives of the remonstrants to even file their objections.

LAST 5 MINUTES

The proceedings lasted less than five minutes. After the petition had been read by Chairman Thomas J. Hurley, Dr. Joseph A. Santosuosso, counsel for the petitioner, made a brief statement, filed the necessary legal returns, proving that all statutory regulations had been recognized, that owners of adjoining property had been given legal notice of the hearing and that the obligations of Graver had been fully met.

Then Dr. Santosuosso made known that none the sheaf of papers which

COLD SCHOOLS DENOUNCED IN CITY COUNCIL

Teachers and school children in portable school buildings in Boston are compelled in cold weather to wear heavy clothing during classes because of faulty heating facilities, declared Councillor Israel Ruby at the regular meeting of the City Council yesterday.

Ruby introduced an order, which was passed under suspension of the rules, requiring the Boston school committee, through Mayor Curley, to immediately adopt a program of schoolhouse construction to wipe out the portable buildings.

RUBY ASSAILS SCHOOL BOARD

Declares Failure to Eliminate Portables Is "Criminal"

COUNCIL ASKS MAYOR TO ABOLISH THEM

Failure of the school committee to eliminate portable schools was termed "criminal" and Assistant Superintendent of Schools John C. Brodhead was charged with untruthfulness by Councilman Israel Ruby of Dorchester yesterday, in a vigorous argument supporting his order, which was unanimously passed, requesting Mayor Curley to demand of the school committee the discontinuance of all portables.

Ruby indicted the committee because of alleged negligence in failing to provide portables with artificial light, proper heat and adequate sanitary facilities. He challenged a statement of Asst. Supt. Brodhead, that pupils assigned to portables at the Atherton school in ward 14 have never been sent home because of darkness in class rooms.

Ruby used statements of Superintendent of Schools Jeremiah E. Burke to show that in 119 of the 153 portables now in use 4124 pupils, ranging from 4½ to 13 years of age, attend classes and that 67 of the buildings are not equipped with artificial lights.

The council gave indication that Mayor Curley's program will not encounter stiff opposition by giving quick approval to every project which has been favored by council committees. The effort of Councilman Norton of Hyde Park to block passage of a loan order of \$200,000 for a roadway about Castle Island, until the streets of Hyde Park are given some attention, attracted only the support of Councilman Laurence Curtis, 2d.

Other loan orders given a first reading were \$175,000 for Morton street bridge, \$75,000 for Shawmut avenue bridge, \$150,000 for improvements at six playgrounds and \$300,000 for an addition to the public welfare department building to which Councilman John F. Dowd of Roxbury offered mild objection because of his belief that congestion at the Chardon street quarters makes it advisable to erect another welfare building in some part of the South end. Councilman John I. Fitzgerald questioned the wisdom of adding to the present building and suggested other sites on Hawkins and Chardon streets, but the objections did not result in negative votes on the loan order, which must receive a second reading to be effective.

HERALD 1/28/31

CURLEY PLEADS FOR NEW SCHOOLHOUSES

Urges Committee to Expend
Available Fund of \$1,119,000

Mayor Curley yesterday appealed to the members of the school committee to make immediate provision for the expenditure of an available fund of \$1,119,000 for new schoolhouses.

In reiterating his previously expressed attitude that additional buildings are urgently needed and that the school committee should agree to spend available money, the mayor, supporting the judgment of Chairman Frank A. Goodwin of the finance commission, diplomatically stressed in his letter to each member, the advisability of allocating the funds for new intermediate buildings.

Accepting Goodwin's statement that there are 13,000 pupils now assigned to schools where they do not really belong, the mayor emphasized his belief that if Goodwin's figures are correct "it should be a simple matter to arrive at a decision since the first duty of government is to provide for the needs of the majority."

The mayor took occasion to mention the mounting costs of the public welfare department and to cite the opportunity facing the committee to make a valuable contribution to the relief of unemployment. His letter read in part:

AMERICAN 1/28/31

LAST RITES FOR REV. O'BRIEN

With scores of town officials, representatives of the police and fire departments and hundreds of friends present, the funeral of Rev. John T. O'Brien who dies Sunday was held this morning in St. John the Evangelist Church, Winthrop.

Among the notables present was Mayor James M. Curley of Boston.

The solemn high mass of requiem was celebrated by Rev. Timothy J. Holland, P. P., of the Immaculate Conception Church. Rev. John H. Ryan, P. P., of St. Bridget's Church, Abington, was deacon, and Rev. Edward U. Conroy, chaplain at Deer Island, sub-deacon.

The Rev. Thomas Markham of Haverhill acted as master of ceremonies; the Rev. Charles McGuinness of St. John's Seminary, Brighton, thurifer. Acolytes were the Rev. Patrick Dawson of Lowell and the Rev. Thomas Frawley of Peabody.

The archdiocese was represented by Mgr. Richard J. Haberlin, vicar-general of the archdiocese.

I beg to direct your attention to the increase in the expenditures of the public welfare department. The first two weeks of January 1931 represents a cost which if maintained throughout the year would approximate \$7,000,000, or 100 per cent. in excess of the total expenditure of any previous year in the history of Boston.

There is only one substitute for

GLOBE 1/28/31

APPROVES WIDENING OF ARLINGTON ST

Mayor Estimates Cost at
\$488,000

Mayor Curley today approved an order for the widening of Arlington st from Piedmont to Tremont st. The widening cost is estimated at \$335,000, with an additional \$150,000 for a new bridge. The Mayor said that New York interests had expressed a willingness to erect an apartment block costing \$2,000,000 in the section if the street was widened.

The widening is expected to bring a great measure of traffic relief from Boylston and Beacon st, by diverting traffic to Tremont st.

Betterment assessments will amount to \$75,000. The following land damage offers have been made by the city to property owners:

R. T. Adams Company, \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Ukrainian Catholic Church, \$30,000; Raymond A. Murphy, \$21,000; city of Boston, Abraham Lincoln School, \$35,000; Adeline and Emily Horgan, \$7000; Boston & Albany Railroad \$1, and New York, New Haven & Hartford Railroad, \$1.

OK'S GOVERNOR'S ISLAND BILL

House Military Committee
Approves Airport Plan

WASHINGTON, Jan 28 (A. P.)—The House Military Committee today approved the James bill, directing the Secretary of War to lease Governors Island to the city of Boston for an airport.

The measure, which has the approval of the War Department, is to permit Boston to extend its municipal airport so as to include the island and the underwater land of the United States pertaining to the island.

Governors Island proper includes about 73 acres and the underwater land included in the bill amounts to about 200 acres.

"The city of Boston reports it is prepared to expend a large sum of money on this project, which expenditure will tend to relieve the unemployment situation in that vicinity," Secretary of War Hurley reported.

the sole and that is work, and this fact has been recognized by every municipal department with the exception of the school department which to the present time, while it has been most helpful, has failed to take advantage of the opportunity to put in circulation the money available either for intermediate schools or a high school representing \$1,119,000.

AMERICAN 1/29/31

CURLEY SEEKS COMPETITION IN N. E. RAILS

Believes Four Trunk Lines
Should Be Admitted to
Benefit Territory

Mayor Curley, in his first contribution to the current discussion of New England's railroad problem, has placed himself in favor of admitting the Van Sweringen interests and the Baltimore & Ohio line to provide competition which will react to the benefit of this territory.

The mayor took his stand in a letter to Roland H. Spaulding, chairman of the governors' railroad committee.

BOSTON HIS CONCERN

His letter to Chairman Spaulding follows in part:

"The Pennsylvania railroad is credited with having acquired working control of the Boston & Maine railroad and the New York, New Haven and Hartford railroad.

"The New York Central owns and controls, and has for many years owned and controlled the Boston & Albany railroad.

NO LOCAL INTEREST

"The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen system has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

"If New England and its industries are to be developed, indeed if we are not to retrogress, the present trunk lines now controlling the railroad facilities in New England, namely the Pennsylvania Railroad and the New York Central, must and should have competitive lines in our territory.

Extravagance Also Rapped by Fin. Com.

Lack of responsibility, delay and waste and inefficiency and extravagance still exist in the Boston school system, according to the report made public today by a survey committee appointed by the Boston finance commission.

The report contains many criticisms and suggestions, but the committee states that in making them "we have been governed by the desire to make them constructive and by the hope that confidence in the public schools will be strengthened, rather than shaken, by the frank description of the system and its operations."

The object of the study by the committee was to inquire into the organization and administration of the school system, with a view to determine how expense might be reduced without loss of efficiency or efficiency increased without additional expense.

At the outset of its survey the committee declares it was impressed by two curious and outstanding features.

"They are the ingenious and elusive way in which responsibility is nullified, and the loose way in which public funds are committed to the school committee. A school committee upon which devolves the responsibility for the proper expenditure of upward of \$20,000,000 a year, direction of 7000 employees and the welfare of 135,000 children, if it is to function successfully, must in turn place responsibility definitely upon its subordinates.

AT SEA ON FUNCTIONS

"It seems to us that the present school committee is much at sea regarding its own functions. Members are too sensitive about their ignorance of details and not sensitive enough about their unsues."

The committee report calls attention to the department of school building and the position of superintendent of construction, created by legislative enactment, but stated that the change in the law did not remedy the anomalous system which places the responsibility of appropriating funds upon the school committee.

"The immediate effect of the change was beneficial. Red tape was eliminated, but the division of responsibility still exists. Delay and waste on one hand and inefficiency and extravagance in building and purchasing on the other, did not cease. Unsavory purchasing incidents persist and evidently will persist until there are some changes of personnel.

"The committee finds what it believes to be a costly defect behind the planning of high and intermediate school buildings. The committee urges strongly, and public safety demands, that all school buildings conform rigidly to the building laws of the city."

The report deals with the responsibility of the superintendent of schools, the assistant superintendents and the board of superintendents, and stated that the need was not for increasing anyone's power but for locating proper responsibility.

ASK LAW REPEAL

"The board of superintendents and the board of apportionment have taken over too many of the functions that should rest with responsible officials, and they slow down a process which should be direct.

"We are of the opinion that the law establishing the board of superintendents should be repealed, and that the responsibility should be laid squarely upon the school superintendent."

After discussing the positions of business manager, secretary and custodian of schoolhouses, the report sums up:

"We think the situation we have reviewed calls for modification of the law constituting the school system, for we are convinced that the lack of responsibility has been the occasion of much of the delay and waste.

"Therefore, we recommend that amendment to the statutes be sought, to remedy the conditions set forth."

RECORD 1/28/31 MAYOR TRIES TO END SCHOOL BOARD FIGHT

Urging the school committee to break its deadlock and agree on how the \$1,119,000 now available should be expended for school purposes, Mayor Curley declared, in a communication to Chairman Joseph J. Hurley of that body last night, that work and wages would be provided to many by such a decision.

It is the first time for many years that a mayor of Boston has injected himself into school committee affairs. Mayor Curley said it was in the interests of unemployment he made this move.

He quoted the finance commission as saying the interests of 13,000 pupils require the intermediate and junior high schools, which a majority of the committee favors, rather than the girls' high school at Grove Hall favored by a minority.

City to Widen Final Part of Arlington St.

Project Expected to Mean Boon to Real Estate Development in South End

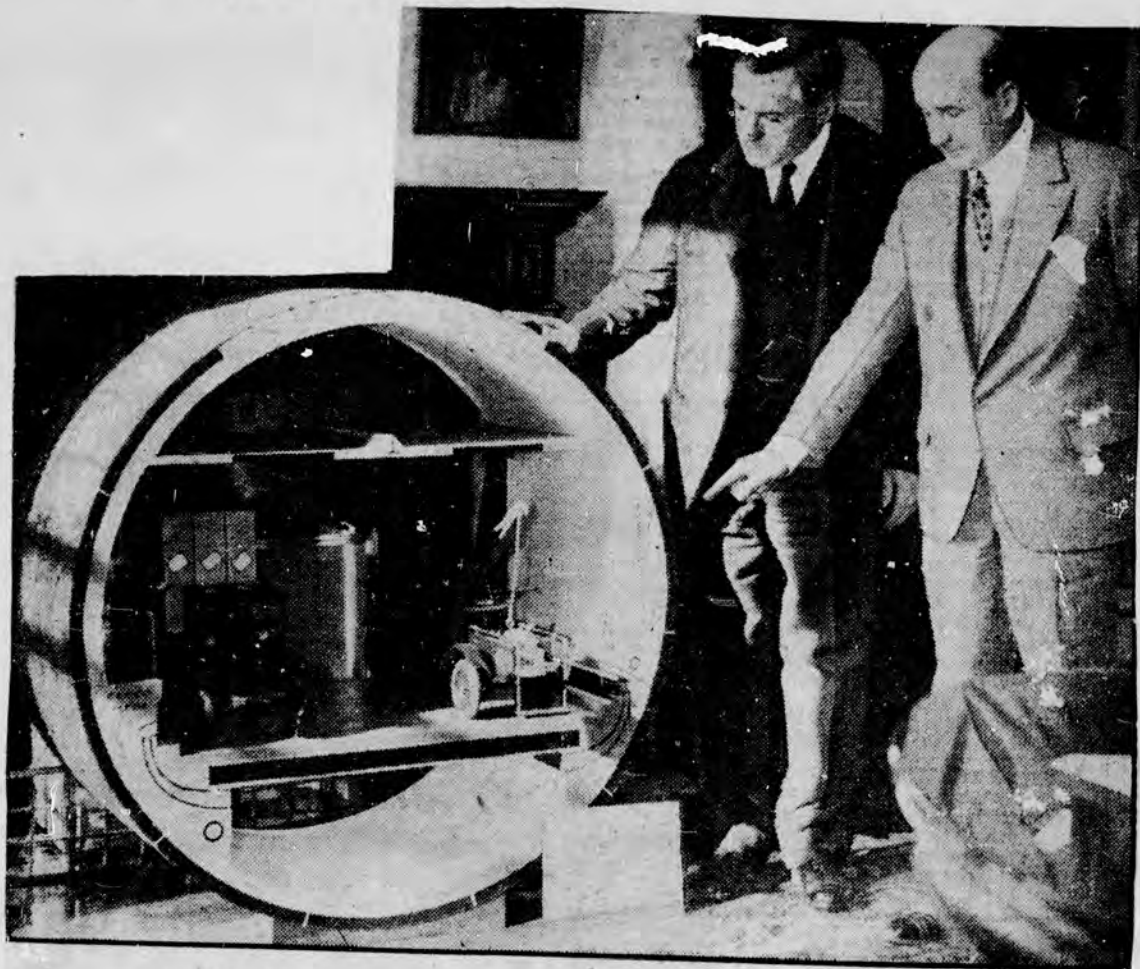
By mayoral approval today of an order of the Street Commission for the widening of Arlington street, South End, from Piedmont street to Arlington square, at a cost of approximately \$500,000, city officials are sanguine of the city's offering a very distinct impetus to real estate development over a wide section.

Arlington street's improvement has been in the air for years, or since the time the street was extended from Boylston street during the administration of the late Mayor Collins. Two years or more ago, when the Consolidated Gas Company erected its \$1,000,000 building at the corner of Arlington street and Columbus avenue, the company agreed to a setback and the Street Commission immediately established the new line.

There was an implied promise with the Gas Company that the entire widening would go through at the earliest opportunity. Mayor Nichols could not find the necessary money, but Mayor Curley has assented to the improvement with the conviction that the city will richly benefit. That portion of Arlington street is now sixty feet in width and the widening will mean a seventy-foot street. It will be necessary to rebuild the bridge over the Boston & Albany tracks to conform to the new street line, at an estimated cost of \$100,000.

The Street Commission awarded \$338,000 in damages and has assessed assessments to the extent of \$110,000. The damages are assessed against the following: R. T. Adams Company, \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Ukrainian Catholic Church, \$30,000; Raymond A. Murphy, \$21,000; City of Boston, for Abraham Lincoln School, \$35,000; Adeline and Emily Horgan, \$7000; Boston & Albany and the Boston & Providence Railroad companies, \$1 each.

Besides the real estate possibilities involved in the improvement, heightened by the rumor that a group of New York men are hoping to erect a large apartment block in the vicinity, there is a distinct traffic advantage. Arlington street will provide a cross-town traffic artery which is expected to have its greatest possible effect in relieving congestion at the corner of Boylston and Tremont streets. Traffic coming into town and seeking a destination in the retail district, or in the vicinity of the South Station will be able to pass through Arlington street to the widened Tremont street and then to Stuart street with comparative ease.



Purest Air! Col. Thomas F. Sullivan, chairman Boston Transit Commission, right, pointing out features of the new \$16,000,000 vehicular tunnel to Mayor James M. Curley yesterday at City Hall. Air will be forced in and out of tunnel at rate of 50 miles an hour and will be purer than that in the city proper. Emergency trucks, above, will be used to assist disabled vehicles. (Daily Record Photo)



European amateur boxers, here for Monday night's Boston Garden tourney, called on Mayor Curley, left, yesterday at City Hall, for keys to city. They are, left to right Peter Brackeniens, Carl Larson, Matt Flannagan, Tom Maloney, Gen. William Murphy. (Daily Record Photo)

GLOBE 1/28/31

HERALD 1/28/31

ASKS SCHOOL BOARD TO CREATE WORK

Mayor Curley Wants New Building Started

Says Committee Should Put Its \$1,119,000 in Circulation

The Boston School Committee is called upon to help relieve unemployment by creating work in a letter sent yesterday by Mayor Curley to Joseph J. Hurley, chairman of the committee. The Mayor called attention of the committee to its failure to put in circulation \$1,119,000 available for either intermediate schools or a high school. The Mayor said it was no concern of his how the money was used but declared the majority of pupils should be served; in which case it meant that junior high schools should be built.

Mayor Curley wrote:

"I beg to direct your attention to the increase in the expenditures of the Public Welfare Department. The first two weeks of January, 1931, represents a cost which, if maintained throughout the year, would approximate \$7,000,000 or 100 percent in excess of the total expenditure of any previous year in the history of Boston.

"There is only one substitute for the dole and that is work, and this fact, has been recognized by every municipal department with the exception of the School Department which to the present time, while it has been most helpful, has failed to take advantage of the opportunity to put in circulation the money available either for intermediate schools or a high school representing \$1,119,000.

"You will recall that a meeting held at the office of the Mayor more than three months ago a tentative agreement was arrived at providing for the erection of a high school for girls at Grove Hall. At a meeting held some four weeks ago I was informed that the School Committee were not in favor of a high school for girls being erected at Grove Hall and that a majority of the School Committee were favorable to the substitution of two intermediate or junior high schools rather than a high school for girls at Grove Hall.

"At a subsequent meeting of the School Committee this project was rejected and to the present time it has apparently been impossible for the School Committee to agree as to how the \$1,119,000 should be expended.

"Personally it is no concern of mine as to how it shall be expended. However, I accept the judgment of the chairman of the Finance Commission, who contends that there are only 5000 prospective pupils for the girls' high school while there are 13,000 prospective pupils for the intermediate or junior high schools, and if such is the case it should be a simple matter to arrive at a decision since the first duty of government is to provide for the needs of the majority."

CURLEY SHOWN MODEL OF TUBE

East Boston Tunnel to Be Operated Like One in New York

LARGE BLOWERS TO KEEP AIR MOVING

Detailed plans of the \$16,000,000 East Boston vehicular tunnel, for the construction of which the principal contract will be awarded soon after Feb. 25, show that the Boston transit commission has generally adopted the plans of the twin tube Holland tunnel, affording direct vehicular connection between New York city and New Jersey.

The Boston traffic tube will be 18 inches wider than either of New York's twin tubes, and the roadway of 21 feet, six inches, is considered to be ample for the unimpeded movement of three lanes of motor traffic whenever an emergency will arise which will necessitate deviation from the normal two lane movement.

VENTILATING METHODS

Proposed methods of ventilating, policing, and operating the tunnel are said to be identical with the New York system, and whatever improvements will be incorporated will be of a minor character.

A model of the tunnel was exhibited to Mayor Curley yesterday by Col. Thomas P. Sullivan, chairman of the transit commission. In miniature it disclosed the appearance of the tube when completed, with a traffic directing policeman at his post and two toy motor trucks occupying the traffic lanes.

A circular concrete shell of a thickness of 30 inches, with welded steel reinforcing bars, covered by a steel shell three-eighths of an inch thick, will be the finished tube.

A grouted granite block roadway, with a clearance of 14 feet, will be located between two huge air ducts, of a maximum height of six feet. A platform, 30 inches wide will stretch the entire length of one side of the tube, with posts for traffic officers and emergency fire fighting equipment.

BLOWERS TO KEEP AIR MOVING

Numerous ducts for wires are provided. The ventilating equipment will be housed in buildings to be erected at the portals of the tunnel. Huge blowers will drive fresh air at a velocity of 50 miles an hour through the lower duct, thereby driving the foul air to the upper duct, from which it will be drawn by fans.

Emergency trucks will be maintained at both entrances, mechanical checking device will keep count of the users of the tunnel and an intricate system of lights, similar to that used in the Holland tubes, will control the movement of traffic.

Col. Sullivan told the mayor that the ventilating system will assure a flow of air in the tunnel which will be purer than the outside air.

REFUSE PERMIT FOR OIL STORAGE PLANT

Street Commission Acts With- out Formality of Hearing

The street commission yesterday denied, without the formality of a hearing, the plea of Philip S. Graver for a permit to establish a bulk oil storage plant at Border street, Orient Heights, abutting Chelsea creek.

The decision was unexpectedly announced after Dr. Joseph A. Santosuosso, counsel for Graver, had returned to the counsel table, after filing with the commission required proofs of compliance with statutory provisions, a petition bearing several hundred signatures, and letters from the Boston Board of Fire Underwriters and East Boston industrial and business concerns.

Dr. Santosuosso was not invited to elaborate on the exhibits. The 300 East Boston remonstrants, most of them women, who crowded the gallery of the city council chamber, were watching East Boston political leaders, who were in a huddle, attempting to divide the time which they expected to have at their disposal, when Chairman Thomas J. Hurley startled the gathering with the announcement of an adverse decision.

"The commission has voted to give the petitioner leave to withdraw," said Chairman Hurley.

The leaders of the remonstrants were unprepared for such an abrupt termination, and Dr. Santosuosso was equally surprised.

Subsequently Chairman Hurley declared that there had not been any pre-arranged decision, but that the commission acted exactly in accord with the action at several similar hearings.

FAVORS PAYMENT OF 50 P. C. TO VETERANS

Curley Asks Council to Revise Its Resolutions

Mayor Curley yesterday suggested to the city council revision of its resolution favoring the full cash payment of adjusted compensation certificates held by world war veterans and expressed the opinion that a 50 per cent. payment will "not only provide for the present needs of the service men," but place in immediate circulation the major portion of \$1,500,000,000.

"The payment of one-half of the amount due the ex-service men and the expenditure by the ex-service men of the major portion of the money received by them for commodities, commented the mayor "should speedily result in business activity, the abolition of fear and the restoration of confidence."

"Faith, courage and vision on the part of America's leaders made possible the winning of the world war; the same essentials can end the present industrial depression. America and Americans have suffered long enough. In God's name let us change the picture."

Post 1/28/31

40 POLICE FOR TUBE TRAFFIC IN APPEAL TO USE UP \$1,119,000

East Boston Tunnel Air Will Be Purer Than Outside Mayor Urges School Committee Aid Jobless

At least 40 traffic policemen will control the motion of vehicles in the \$16,000,000 East Boston tunnel, according to detail plans for the under-harbor tube, presented yesterday to Mayor Curley for approval by Chairman Thomas F. Sullivan of the Boston transit department.

TO PURIFY AIR

The plans also call for fire-fighting equipment, machinery to haul out disabled cars, and a ventilating system which will drive air at the rate of 50 miles an hour under the harbor, which will be purer than that breathed by pedestrians on the streets of the city.

The tube will have a circumference of 100 feet and a diameter of about 31 feet, the roadway between curbs will be 21 feet 6 inches wide, or slightly wider than School street in front of City Hall, to provide for a lane of traffic in each direction and a third line in case of accidents or breakdowns.

Along the length of the tunnel from North square in the market district to Central square, East Boston, will run a rail-enclosed platform for patrolling police and inspectors, who will direct traffic and call emergency wagons to haul out disabled vehicles. Beside the platform will be stored the fire fighting equipment.

Beneath the roadway will be installed a duct to draw in fresh air and above the ceiling will be another duct to let out the foul air, while at the sides will be further conduits to hold wires for public service corporations, the fire and police signal systems and numerous other wires used in the operation of the tunnel.

Huge blowers and fans will be installed in 10-story buildings at either end of the tube. The blowing equipment will drive fresh air through the lower duct at the rate of 50 miles an hour, while suction fans withdraw the foul air through the upper duct.

In the plans presented by Colonel Sullivan provision has been made for drawing off water in the tunnel through a pipe attached to a high-powered pump. The tube itself will consist of a reinforced concrete cylinder, 2 feet 6 inches thick, covered by a steel shell $\frac{3}{8}$ of an inch thick. Even if the outer shell should rust or leak in the future, the concrete cylinder would resist the passage of water for several generations. Colonel Sullivan stated.

Seeking to find work for heads of families now draining the city treasury through poor relief, Mayor Curley last night appealed to the school committee to use \$1,119,000 on the construction of schools which have been long delayed.

EXPLAINS GREAT NEED

The Mayor warned the committee that if the present demand continues the city will be obliged to disburse \$7,000,000 this year in poor relief through the public welfare department, more than twice the amount given out in any previous year.

He pointed out that three months ago the school committee promised to spend this \$1,119,000 item in its budget for a high school for girls at Grove Hall, Dorchester, and upon abandoning the project, agreed four weeks ago to build instead two intermediate schools.

This failed also when on a vote the committee refused to agree. Meanwhile, the money has been lying idle in the school committee, the Mayor stated, though it might be used to advantage in putting heads of families to work on school buildings which are required by waiting pupils. The fact that Chairman Frank A. Goodwin of the Finance Commission proved that a new high school would provide seats for only 5000 pupils, while two new intermediate schools would provide seats for 13,000 younger pupils, made the problem simple, the Mayor stated, insisting that the majority should be served.

GLOBE 1/28/31

HALF BONUS PAYMENT FAVORED BY CURLEY

Declares Business Would Benefit at Once

Chance for Veterans to Provide for Immediate Needs

Mayor James M. Curley, yesterday, in a communication to City Clerk Doyle, relative to the resolve of the City Council urging early payment in cash of adjusted compensation, expressed the opinion that payment of 50 percent of it at this time would not only provide for the present needs of veterans, but in addition would prove a most potential factor in the revival of business.

The Mayor's letter was as follows: "It will be argued that the payment of the adjusted compensation in full is too great a burden for the Federal Government to assume at the present time, and to this conclusion I agree, believing that the payment of 50 percent of the amount would not only provide for the present needs of the service men, but in addition would prove a most potential factor in the revival of business, since, in all probability, the major portion of the \$1,500,000,000 to be paid would speedily be exchanged for commodities needed by the ex-service men and their families.

Washington Viewpoint

"It is extremely difficult to understand the Washington viewpoint of the preventable industrial depression that has been permitted in America during the last year. America did not hesitate to advance some \$27,000,000,000 to the various Nations of the world during the recent war, and the impression is gradually being accepted that, were we subjects of Belgium rather than American citizens, our wants would be provided for.

"There is little difference, so far as the citizen and his family is concerned, between an economic war and a war of conquest, but apparently those in authority at Washington fail to comprehend the ferocity of the industrial warfare that has been in progress during the past year. It is impossible to contemplate the consequences with equanimity. The average citizen finds it impossible by any application of logic to understand why millions of men are denied the opportunity for a livelihood in the richest and most prosperous country in the world, and particularly at a time when the fiduciary institutions of the Nation are more abundantly supplied with funds than at any previous time.

Abolition of Fear

"The payment of one-half of the amount due the ex-service men and the expenditure by the ex-service men of the major portion of the money received by them for commodities, should speedily result in business activity, the abolition of fear, and the restoration of confidence.

"Faith, courage, and vision upon the part of America's leaders made possible the winning of the World War; the same essentials can end the present industrial depression. America and Americans have suffered long enough. In God's name let us change the picture."

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Post

1/28/31

the larger issues with which, as a legislative body, they should deal, or about their failure to fix responsibility upon their subordinates and to exercise their own rights in demanding full explanation before appropriating money, as well as thorough accounting for moneys expended."

Constructive Work Defective

The report further contended that the "most conspicuous of the failures of the school committee to attend to the methods of procedure adopted by its executives is in connection with new school construction." It was also accused of "concerning itself with details rather than major policies" and consulting "too many of its subordinates and questions its superintendent too little."

The new commission on school buildings and the new department of school buildings which were established about a year ago by law recommended by the school committee following a survey of the old schoolhouse commission came in for strong criticism in the report, which contended that while some improvement has been made, many old abuses still linger.

Under the new law the new department is not accountable to the school committee from which it receives its funds, and that in cases of "delay, waste, extravagance and inefficiency, the responsibility is disclaimed by both departments."

The law abolishing the old Schoolhouse Commission failed to give the new Commission of School Buildings, composed of three unpaid members, more authority than to appoint a superintendent of construction at \$7500 a year and then merely "offer criticism," according to the report, adding the opinion that "the commissioners have more power than they have exercised."

In criticism of the new school buildings department, the report admitted that red tape was cut and school repairs expedited, but protested that "division of responsibility still exists, and the practices pursued in regard to new construction and the purchase of furniture have not greatly changed. Delay and waste on the one hand and inefficiency and extravagance in building and purchasing on the other did not cease."

Old Mistakes Repeated

The report protested that the operating force of the old school house department was continuing its old habits in the new school buildings department by repeating old mistakes and conducting "unsavory purchases."

Plumbing has been ordered in excess of requirements and in one school "a large area of toilet traps decorates the ceiling over the counter of the lunch room in one of the new high schools," the report charged. It also contended that the new department like the old has made and abandoned plans, constituting waste of funds. It insisted that Superintendent of Construction Louis K. Rourke should not only be subject to the school committee but that he should be free to reorganize the operating force he inherited from the old system.

Superintendent's Powers Crippled

Referring to the position of school superintendent, the report charged that through about 60 rulings, the school committee made the board of assistant superintendents the "subordinates, equals and superiors" of the superintendent in various matters, so that he has "almost no responsibility, placed upon him," except the approval of building plans given to him under the new law. "The responsibility of making and changing plans has been left too much in the superintendent's hands," the report complained.

The board of superintendents was likened to "the German general staff, which must review all decisions," the report stated, claiming that in addition

to their multitudinous powers, the assistants are assigned to a share of everything in the school system, "burdening them with a mass of administrative detail."

Raps Board of Apportionment

Criticizing the powers absorbed by the Board of Apportionment, the report stated that it had taken over the work of deciding on the selection of sites, the construction of buildings and the purchasing of furnishings as well as the ordering of supplies and other materials, though its members were appointed originally only to serve as assistant superintendents in an advisory capacity over actual school work.

Contending that the Board of Apportionment in its added duties had failed to carry out a far-sighted policy, the report charged that land and plans costing \$214,468 for intermediate schools four years ago are now in suspense, and that nothing has been done on the construction of four other intermediate schools upon which \$310,287.18 had been expended.

The business manager of the school as well as the superintendent has also been shorn of the responsibility which his title and salary would indicate, the report charged, protesting that much of the business work has been taken over by other officials, as well as boards. "He has been reduced to the position of a buyer and an accountant," the report protested. "He is not given either the responsibility in business matters or the voice in the determining of a business policy to which the law entitles him."

The care of schoolhouses, the report protested finally, is directed by "an independent department, responsible to neither the superintendent of schools, the business manager, nor the superintendent of construction."

Hurley Makes Reply

Prefers Report of School Board's Own Survey Committee—Totally Opposed to Taking Over Buildings Department

Asked to comment on the report of the survey committee, Chairman Joseph J. Hurley of the school committee declared that he and his colleagues were "impressed by the Parkinson style" but would take no action until after conferring with their own survey committee of 1928. He insisted that the school committee was utterly opposed to taking over the school buildings department.

Explaining that he had not time to prepare a statement, Chairman Hurley stated extemporaneously, "The school committee listened with interest to the scant part of the record which Goodwin read to us. We were impressed by the Parkinson style. We felt the matters involved were of the utmost importance and deprecated any temptation to reject them because they came to us through the Goodwin mouth piece."

"We realize he was only a conduit, only reading what Parkinson wrote. We want to consider very seriously the recommendations contained in the first section of the report. On the other hand, we cannot help feeling that in 1928 we appointed an unpaid survey committee composed of Judge Michael H. Sullivan as chairman, President A. Lawrence Lowell of Harvard, Carl Dreyfus, Reginald Bangs, Mrs. Willard D. Woodbury, representing the homes and parents; Frank P. Fenton, representing organized labor, and others,

to make a searching survey of the school system.

Stands by Own Committee

"After two years of study our committee made a report which involved no particular recommendations as those so far presented by the Goodwin committee. The school committee feels that before taking any action, we should consult members of our 1923 survey committee."

"Along that line, inasmuch as the Goodwin report has gone to press, we would desire the public of Boston to contrast the personnel of the two respective survey committees. Ours has been outlined above."

"The Goodwin committee comprised a Mr. Parkinson, sometime superintendent of the Fitchburg Normal School and former Waltham school superintendent; Benton Whidden, contractor and former legislator, and Matthew Sullivan, engineer."

"In view of the discrepancy in the reports of the two committees as far as personnel is concerned, we feel we ought to contact with the 1923 committee before expressing any opinion of the 1920 Goodwin committee."

"The school committee," concluded Chairman Hurley, "has absolute confidence in the integrity in the conduct of their official duties of members of the Commission on School Building and Superintendent of Construction Louis K. Rourke, and we are unanimously against any change that would have the school committee in direct contact with the construction of school buildings, which would disturb the present system as determined by the voters in the 1929 referendum."

Intercolonial Club Charity Ball Friday

The Intercolonial Club of Boston will hold its annual charity ball Friday night in the club's hall at 214 Dudley street. The proceeds derived from this annual ball are distributed to the needy in the community. For the past 17 years the public has co-operated heartily in making this event a success, and it is hoped that this year will be no exception as the drain upon its funds is exceptionally heavy during this season.

Alexander J. McGillivray, chairman of the ball committee, is ably assisted by committees composed of the following members:

Mrs. Catherine MacAulay, president of the Lady Associates; Mrs. John Monagel, Mrs. Elizabeth Purcell, Mrs. James M. McDonald, Mrs. Archibald F. Campbell.

Other members on the various committees include Daniel B. Munn, president of Intercolonial Club; J. Frank O'Hare, William R. Murphy, John Killey, James Chaisson, Thomas Mallard, Captain Archibald F. Campbell, J. Ernest Kerr, Frank W. Clark, John N. Chaisson, Thomas Moffatt, Ernest Ehler.

Among those invited as guests are Governor Ely, Mayor Curley, President Bacon of the Senate, president of the Charitable Irish Society, Edward Morrissey, director of the Charitable Irish Society; president of the Canadian Club of Boston, chief of the Caledonian Club of Boston, president of the Victoria Club of Boston, and others. Music will be furnished by O'Leary's Irish Minstrels.

Favors Giving School Committee More Responsibility

NOW DELEGATES TOO MUCH OF ITS DUTIES

Much Waste and Inefficiency Under Present Methods

To end what it terms the regime of waste, extravagance and inefficiency in the Boston school system the finance commission's special survey committee, following an investigation made during the past eight months, last night recommended the centralization of authority and responsibility in the school committee.

School committees during the past 30 years have been delegating their rights to various boards, commissions and administrative officials so that it is difficult at the present time to trace responsibility to any definite fountain head, according to the first installment of the report which was made public by Chairman Frank A. Goodwin of the finance commission.

Sensational among the findings of the investigators was the charge that the school committee had exceeded its authority in delegating to Miss Ellen M. Cronin, its \$6500 secretary, powers and responsibility which make her "the chief administrative official" of the entire school system.

To clip her wings so that she will no longer hold the "key position" in the schools, the Finance Commission will urge upon the Legislature the necessity of adopting legislation restricting her duties to that of secretary of the school committee alone.

Serving as a secretary of the school committee, secretary of the board of superintendents, secretary of the superintendent, secretary of the board of apportionment and member of the trial board, Miss Cronin, the survey committee protested is thus "brought into intimate and somewhat confidential relations with all the administrative members, is made acquainted with the proceedings and purposes of the entire organization, and thus becomes more familiar than any other official with the entire system."

"As a natural consequence the secretary becomes, in effect, the chief administrative official. It is to the secretary that all others must go to ascertain the real situation facing any proposed action, to learn how to get around any obstacle, to obtain information of any kind, or to secure assistance, clerical or otherwise."

Would Abolish Boards

Abolition of various boards and the restriction of the powers of other school officials have been urged by the survey committee in its report for the purpose of returning the responsibility to the school committee and to Dr. Jeremiah E. Burke, superintendent of schools.

The power of the superintendent, according to the report, was reduced to a minimum by the creation of the board of superintendents, consisting of himself and six assistant superintendents, giving him but one vote in seven.

So the survey committee has recommended that the board of superintendents be abolished. They would not be removed from the city payroll, but would resume their original duties as mere supervisors and assistants to the superintendent.

Would Abolish Commissions

The unpaid Board of Commissioners of School Buildings, created only a year ago, would also be abolished, if the recommendations of the survey committee should be adopted by the Legislature, to return their authority to the school committee. This board comprises Chairman Richard J. Lane with Commissioners Stephen W. Steeper and James T. Moriarty, serving without pay.

The Board of Apportionment comprising the Board of Superintendents with Business Manager Alexander M. Sullivan sitting as the eighth member, would be limited to its original function of apportioning the income from trust funds. Holding great powers on the board have been Assistant Superintendents William B. Snow, Patrick T. Campbell, John C. Brodhead, Miss Mary C. Mellyn, Arthur L. Gould and Michael J. Downey.

More Authority for Business Manager

Transfer of authority for the purchase of furniture and educational equipment from the superintendent of construction in the school buildings department to the business manager of the school committee was the final recommendation of the first section of the report.

Business Manager Alexander M. Sullivan, holding a \$7500 position, which was established first to provide a purchasing agent, has in the course of years been stripped of the authority with which the post was created, and the survey report insisted that it should be returned, thus centralizing authority and consequent responsibility.

While the first installment of the report criticised in detail the new School Building Commission and the lack of centralized responsibility in the administration of the school system, it was revealed that other features of the system will be placed before the public in six other installments of the report which are to be released during the next fortnight by Chairman Goodwin, in anticipation of the adoption of the report by the Finance Commission.

Make-Up of Survey Board

The investigation was conducted at an expense of \$15,000 during the past eight months by the special survey committee, comprising Chairman William D. Parkinson, former head of the State Normal School at Fitchburg and formerly in charge of vocational education in the Department of Education at the State House; former Representative Renton Whidden of Brookline, building construction expert, and Matthew Sullivan of Canton, former city architect for the city of Boston. They signed the report with a unanimous vote, according to Chairman Goodwin

of the Finance Commission.

In its investigation the committee stated that it received the co-operation of the officials in charge of the administration of the school system and made use of the data gathered by the recent survey committee appointed by the school committee under the direction of Judge Michael H. Sullivan, President A. Lawrence Lowell of Harvard and other officials.

In opening its report the committee stated that it desired to offer "constructive" rather than "destructive" criticism, and hoped to "strengthen" rather than shake the confidence of the public in the schools by a frank description of existing conditions, which were so complex as to make it "difficult to see the forest because of the trees."

"The two curious and outstanding features" found by the survey committee were reported to be "the ingenious and elusive way in which responsibility is nullified and the loose way in which public funds are committed to the school committee."

Claiming that "responsibility divided is responsibility dissipated," the committee criticised the law which divided the control of the schools between two co-ordinate boards, "a school committee to appropriate the funds and administer the schools, and a board of school building commissioners to alter and repair schoolhouses and to build, furnish and equip new schoolhouses, expending all moneys appropriated by the school committee for these purposes."

School Committee Criticised

The report protested against the law which established the board of superintendents, "which exercises much of the authority of the school committee; and by requiring the appointment as executive officers a business manager, a secretary (whose duties are much more administrative than the title suggests), and a superintendent of schools, all independent of one another."

Pointing out that the superintendent is appointed for but six years and the others for life, the report stated that "If either position is superior in authority, that superiority is not obvious enough to carry with it any excess of responsibility."

In addition to the law dividing authority and responsibility, the report criticised successive school committees for transferring their duties and responsibilities through the passage of about 60 rules to various school officers.

Listed among these were the appointment of a custodian of school houses, "responsible neither to the business manager nor to the superintendent" and "establishment of the board of apportionment to divide responsibility with the business manager and the superintendent."

The school committee should have the responsibility for the proper expenditure of the \$20,000,000 a year, direction of about 7000 employees and the welfare of 130,000 pupils, the report stated, adding that "If it is to function successfully, it must in turn place responsibility definitely upon its subordinates."

The survey committee agreed that school committee members should be elected at large as at present, but insisted that the members should act like a board of directors of an industrial organization who demand to be "shown" before approving vast expenditures, entrusting the details only to a competent and honest executive and administrative force.

In criticism of the present school committee, the report stated: "It seems to us that the present school committee is much at sea regarding its own function. Members are too sensitive about their ignorance of details and not sensitive enough about their unfamiliarity with

CURLEY WOULD ADMIT 4 TRUNK ROADS TO N. E.

Plan Offers Only Hope for
Port of Boston, Mayor
Says in Letter

FAILS TO MENTION MERGER OF LINES

Van Sweringen and B. & O.
Only Two Not Represented
Here Now, He Points Out

Admission of the four main trunk railroads to New England on a directly competitive basis was urged by Mayor Curley yesterday as the best solution of the railroad problem of this region.

In his initial contribution to the discussion, the mayor declared that in view of the influence already exercised here variously on the principal New England roads by two of the trunk lines—the Pennsylvania and the New York Central—it becomes essential in the interests of open competition to throw open the New England territory to the two remaining big trunk lines—the Van Sweringen system and the Baltimore & Ohio.

CONTAINS NO DETAILS

The mayor's views were contained in a letter to the chairman of the New England Governors' railroad committee, Rolland H. Spaulding, former Governor of New Hampshire. The question of the future status of New England's railroads, chiefly as to whether or not they should undergo consolidation, has been the subject of close study by this committee for more than a year.

Although they envisaged linking up the New England roads with the trunk lines, the mayor's recommendations contained no specific detail of the particular manner in which this should be accomplished.

His letter to Chairman Spaulding follows in part:

During this period of investigation by your committee, some of the main trunk lines of the eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be. The Pennsylvania railroad is credited with having acquired working control of the Boston & Maine railroad and the New York, New Haven and Hartford railroad. The New

York Central owns and controls, and has for many years owned and controlled the Boston & Albany railroad. So, at the present time, the main railroad lines of New England are in the hands of outside interests and these interests are concerned primarily with the development of ports outside New England which are in very keen competition with the port of Boston.

If New England is to receive any comfort or relief it must take action at once for its own protection.

The Pennsylvania railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen system has for its objective the building up of the port of Norfolk. The New York Central lines have always been

chiefly concerned with the development of the port of New York. The Baltimore & Ohio railroad's leading interest is in the port of Baltimore. All these lines have aggressive interest in competing for the business of New York but not one of these lines has New England ports for its objective.

If New England and its industries are to be developed, indeed if we are not to retrogress, the present trunk lines now controlling the railroad facilities in New England, namely, the Pennsylvania railroad and the New York Central, must and should have competitive lines in our territory. If these two lines have no competition, then clearly New England will remain as it is today—an outlying district served only by branch line railroads which seek to secure from New England whatever they can, but in return refuse to help in its upbuilding. A promise of relief from that situation would consist of bringing in trunk lines, if that is possible, which will make Boston and this territory their chief objective. That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance the next best thing we can hope for is to bring in the Van Sweringen system and the Baltimore & Ohio to place them in active competition with the Pennsylvania railroad and the New York Central.

SHOULD ENCOURAGE DESIRE

I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire and as mayor of Boston I propose to do everything that lies within my power to encourage their coming here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here. In other words, I believe your committee should do everything possible to recommend that New England territory be opened up to competition of all trunk lines that desire to serve it, in order to make New England as highly competitive as other sections of the country which these trunk lines serve.

If, however, your committee should decide that it is impossible or impracticable to bring to New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New York, New Haven & Hartford and the Boston & Maine, be divorced from the control of the Pennsylvania railroad.

allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England, with its own railroads as a nucleus, may eventually reach out into trunk line territory and create its own system whereby it may work out its own salvation.

In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England.

CHURCH 1/29/31

MAYOR CURLEY ANNOUNCES THE WIDTH OF CENTRE ST

Mayor Curley yesterday announced the width of Centre st, which has been in controversy for a year, has been definitely fixed. From Belgrade av to the Arborway it will be 80 ft with the exception of a few places where it will be 70 ft wide.

Trees marked for destruction under the original plan of a road 100-foot wide will be for the most part saved. Yesterday Governor Ely signed the bill. Within two weeks the Street Commissioners will hold the necessary hearings and within 30 days bids will be received for the construction work. In addition to the original appropriation of \$1,100,000 for the widening, \$200,000 will be necessary for sewer work.

CURLEY APPROVES WIDER ARLINGTON ST

The prospective widening of Arlington st, between Piedmont st and Tremont st, was approved yesterday by Mayor Curley. The expense is estimated at \$338,000, plus \$150,000 for a new railroad bridge at the intersection with Tremont st.

The Mayor announced the intention of New York interests to erect a \$2,000,000 block where the widening is to take place. It is believed that widening will divert some traffic from Beacon and Boylston sts to Tremont st. Betterment assessments will total \$75,000.

Following are sums offered as land damages by the city to owners affected by the widening:

R. T. Adams Company, \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Ukrainian Catholic Church, \$30,000; Raymond A. Murphy, \$21,000; city of Boston, Abraham Lincoln School, \$35,000; Adeline and Emily Horgan, \$7000; Boston & Albany Railroad, \$1, and New York, New Haven & Hartford Railroad, \$1.

Mayor Backs Bill for Postal Workers

Endorsement of the Kendall bill, to provide a Saturday half-holiday for employees of the postoffice department, was contained in communications today from Mayor Curley to President Hoover and Postmaster-General Walter F. Brown.

Mayor Curley Favors Trunk Lines for N. E.

Notifies Railroad Committee He Will Do All He Can to En- courage Van Sweringen Plan

Mayor Curley announces that he intends to do everything possible to encourage the coming of the Van Sweringen railroad system and the Baltimore & Ohio to Boston. He is in favor of the proposed trunk line system for New England, and gives his reason for it in a letter written to the New England Governors' Railroad Committee urging that committee to support the proposition. His letter, addressed to the chairman of the committee, former Governor Rolland H. Spaulding of New Hampshire, follows:

"Your committee appointed by the governors of the New England States to make an exhaustive investigation and study of the transportation needs of New England has now been engaged in this task for more than a year and as yet no report or recommendation has been made or issued by it. During this period of investigation by your committee, some of the main trunk lines of the eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be.

"The Pennsylvania Railroad is credited with having acquired working control of the Boston & Maine Railroad and the New York, New Haven & Hartford Railroad. The New York Central owns and controls, and has for many years owned and controlled, the Boston & Albany Railroad. So, at the present time, the main railroad lines of New England are in the hands of outside railroad interests and these interests are concerned primarily with the development of ports outside New England which are in very keen competition with the Port of Boston.

"Recently the public was made acquainted with the so-called four-system trunk line plan emanating from the executives of the Eastern trunk lines. This plan proposed that the Eastern territory should be served by four main trunk lines, namely, the Pennsylvania Railroad, the Baltimore & Ohio, the Van Sweringen System and the New York Central. That plan quite definitely gives but scant, if any consideration to the welfare of New England. Its principal purpose is to develop ports outside of New England and which, as stated before, are in serious competition with New England ports.

"If New England is to receive any comfort or relief it must take action at once for its own protection.

"The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen System has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

"All these lines have aggressive interest in competing for the business of New York, but not one of these lines has New England ports for its objective.

"If New England and its industries are to be developed, indeed if we are not to retrogress, the present trunk lines now controlling the railroad facilities in New England, namely, the Pennsylvania Railroad and the New York Central, must and should have competitive lines in our territory.

"If these two lines have no competition then clearly New England will remain as it is today—an outlying district served only by branch-line railroads which seek to secure from New England whatever they can, but in return refuse to help in its upbuilding. A promise of relief from that situation would consist of bringing in trunk lines, if that is possible, which will make Boston and this territory their chief objective.

"That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance the next best thing we can hope for is to bring in the Van Sweringen System and the Baltimore & Ohio to place them in active competition with the Pennsylvania Railroad and the New York Central.

"I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire, and, as mayor of Boston, I propose to do everything that lies within my power to encourage their coming here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here.

"In other words, I believe your committee should do everything possible to recommend that New England territory be opened up to the competition of all trunk lines that desire to serve it, in order to make New England as highly competitive as other sections of the country which these trunk lines serve.

"If, however, your committee should decide that it is impossible or impracticable to bring to New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New York, New Haven & Hartford and the Boston & Maine, be divorced from the control of the Pennsylvania Railroad, and that New England, be allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England, with its own railroads as a nucleus, may eventually reach out into trunk line territory and create its own system whereby it may work out its own salvation.

"In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England."

Fight Over Centre Street at an End

Ending the controversy over the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence motor route, Mayor Curley directed the street commission to make the roadway eighty feet wide, within a few hours after Governor Ely had signed the legislative act authorizing the expenditure of \$1,100,000 on the project.

At an additional cost of \$200,000, a sewerage system will be installed under the new artery, while the street commission is holding the necessary legal hearings which require that public notice be given two weeks in advance. It is expected that within a month the public works department will ask for bids on the construction of the new highway.

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"The Pennsylvania Railroad is credited with having acquired working control of the Boston & Maine Railroad and the New York, New Haven & Hartford Railroad. The New York Central owns and controls, and has for many years owned and controlled, the Boston & Albany Railroad. So, at the present time, the main railroad lines of New England are in the hands of outside railroad interests and these interests are concerned primarily with the development of ports outside New England which are in very keen competition with the Port of Boston.

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Says Competition Needed

"If New England is to receive any comfort or relief it must take action at once for its own protection.

"The Pennsylvania Railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen System has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio Railroad's leading interest is in the port of Baltimore.

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"That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance the next best thing we can hope for is to bring in the Van Sweringen System and the Baltimore & Ohio to place them in active competition with the Pennsylvania Railroad and the New York Central.

Offers Alternative Plan

"I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire, and, as Mayor of Boston, I propose to do everything that lies within my power to

encourage their coming here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here.

"In other words, I believe your committee should do everything possible to recommend that New England territory be opened up to the competition of all trunk lines that desire to serve it, in order to make New England as highly competitive as other sections of the country which these trunk lines serve.

"If, however, your committee should decide that it is impossible or impracticable to bring to New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New York, New Haven & Hartford and the Boston & Maine, be divorced from the control of the Pennsylvania Railroad, and that New England be allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England, with its own railroads as a nucleus, may eventually reach out into trunk line territory and create its own system whereby it may work out its own salvation.

"In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England."

SENATE REFUSES BOSTON RIGHT FOR EMERGENCY LOAN

House Declines to Forbid Judge Discharging Juror For a Verdict

The Massachusetts Senate yesterday accepted without debate or division the adverse committee report on the petition of Mayor Curley that the city be authorized to borrow money for such emergency purposes as may be approved by a board consisting of the Attorney General, State Treasurer and Director of the Division of Accounts.

Another adverse report accepted was that on the bill of Representative Lewis R. Sullivan of Boston that rowboats and sailboats in Boston Harbor be required to display lights at night.

The Senate ordered to a third reading the House bill authorizing Belmont to revoke its acceptance of the tene-

ment house law and passed to be engrossed the bill authorizing Watertown to erect and maintain an administration building on Saltonstall Park in that town.

The House of Representatives refused, by a standing vote of 79 to 39, to substitute for an adverse committee report a bill to forbid a judge from discharging a juror because of any verdict rendered or concurred in by the juror. A rollcall was refused.

Without debate or division the House accepted the report of "no legislation necessary" of the Committee on Cities on Mayor Curley's bill that certain streets in Boston, Somerville, Medford and Arlington, over which Paul Revere passed on his historic ride, be re-named "Paul Revere Highway."

GLOBE 1/29/31

CURLEY OUT FOR PROVIDENCE PLAN

Calls on Rail Committee to Bring Trunk Lines to New England

Wants Van Sweringen and B & O Systems to Enter Area and Compete

Mayor Curley declared yesterday in a letter to the New England Railroad Committee that he proposes to do everything in his power to encourage the Van Sweringen's transcontinental railway system to come into New England.

He called upon chairman Rolland H. Spaulding of the committee to encourage both the Van Sweringen system and the Baltimore & Ohio system to extend their trunk lines into New England, to add their competition to that of the New York Central and the Pennsylvania roads.

The New England Railroad Committee should do everything possible to open up the New England territory to the freest competition of trunk line carriers, the Mayor urged. If the bringing in of additional trunk lines proved impracticable, he urged that the committee "should strenuously urge" that the Boston & Maine and the New Haven roads be divorced from the control of the Pennsylvania Railroad.

Lines Up With Providence

This places the Mayor of Boston on record in support of the campaign which the Providence Chamber of Commerce has been waging to open

New England to all four major trunk line systems, instead of tying up New England roads into a terminal New England system with the Boston & Maine and the New Haven as a nucleus. By the weight of City Hall's force in the community, that much pressure is added to persuade the New England Railroad Committee away from the New England merger that has been the most favored proposition of most of the committee.

At the same time that the mayor's letter was given out, emissaries of the Providence Chamber of Commerce were taking train for Portland, Me., to argue before the Portland Chamber of Commerce for the trunk line plan.

A striking line in the Mayor's letter, which must be taken as strong confirmation of recent rumors, states, "I am reliably informed that the Van Sweringen interests are very anxious to bring their system into New England."

Reported Out to Get B. & M.

As a matter of fact it has been stated currently that the Van Sweringens have told the New England Railroad Committee, in executive session, that they want to secure the Boston & Maine Railroad and add its 2500 miles to their 12,500 miles of track. It has been intimated recently that the Van Sweringens may already have made a trade with the Pennsylvania road, to obtain its holdings in the Boston & Maine road.

In the recent four-line consolidation agreement in New York, the Van Sweringens made an important concession to the Pennsylvania in letting that road have access over its lines on the southern shore of Lake Erie. It is not to be supposed that the Van Sweringens, most resourceful of mod-

ern railroad magnates, do not expect to be compensated.

In the last 10 days, since first intimation was given that the Van Sweringens were going to make a strong bid to break the grip of the Pennsylvania on New England railroading, and that their hand must be taken into account in the opposition to a consolidation of the Boston & Maine with the New Haven road, the tide of local business opinion has appeared to swing strongly toward the idea of a Van Sweringen connection for Boston.

Although the idea was originally advanced by Providence, it increasingly appears that Boston would be the most benefited port if a great transcontinental railroad secured the Boston & Maine. The Van Sweringen system stretches from Far West and Gulf ports through the rich Lake territory to the very edge of New England. The recent four-line agreement gave them access over the Delaware & Hudson to the Boston & Maine at Mechanicville.

Have Pacific Outlet Already

Just yesterday the Interstate Commerce Commission granted an outlet to the Pacific Coast to the Van Sweringen-owned Missouri Pacific. If the Van Sweringens got the Boston & Maine they would then have a complete transcontinental railway, with ports in Portland, Providence, Boston, New York, Galveston and San Francisco.

The public imagination has been caught by the notion of this great railway system with its aggressive brothers coming into Boston than by any other railway plan that has been put forward.

One phase of the possible entry of the Van Sweringen's Chesapeake & Ohio-Nickel Plate system to New England is its effect upon the port of Boston. Alone of the trunk lines whose present or prospective ties with New England can be counted on, the Van Sweringens have no commitments to other ports, except the Southern port of Norfolk. Their lines would come into Boston without having to pass through Baltimore, Philadelphia or New York.

Aid for Rates Fight Seen

They have indicated their desire to build a great terminal here and to operate their own steamships. Those interested in the development of the port believe that such an aggressive new force as the Van Sweringens allied to the Port of Boston might make headway in the long-time fight to win back for Boston her geographically logical ocean differentials, to make freight rates cheaper to Europe from Boston than from the more distant ports of New York, Baltimore and Philadelphia that now have as favorable a rate as Boston.

The increased attention that the Mayor's letter gives the case for trunk line connections for New England adds to the forces that have been operating to budge the New England Railroad Committee from its commitment to a Boston & Maine-New Haven merger. It was stated yesterday by an informed source that the experts of the committee have begun again to study the trunk line of proposition on which they had closed their books many weeks ago.

Text of Letter

The Mayor's letter to Mr Spaulding reads:

"My Dear Governor:—
"Your committee appointed by the Governors of the New England States to make an exhaustive investigation and study of the transportation needs of New England has now been engaged in this task for more than a year and as yet no report or recommendation has been made or issued by

ANOTHER SURVEY

Are we due for another altercation over the elimination of waste and extravagance in the building and repair of schoolhouses? The method on which we depend for a long-needed reform was proposed by a school survey commission less than two years ago. The necessary legislation passed the General Court in May, 1929. The people voted on it by referendum only fifteen months ago. Louis K. Rourke, the new superintendent of construction, who took office the last day of 1929, has been operating the new plan only thirteen months.

Now comes the report of another survey committee appointed by the finance commission which tells us that the new plan is all wrong. Naturally the first thing to occur to the ordinary citizen is that a system which has been tried for less than a year and a month has not had much chance to make good, although as a matter of fact it has accomplished an astonishing amount of good work.

The exact language of the new report is decidedly interesting. It agrees with the former commission, of which Judge Michael H. Sullivan and President Lowell were members, that the old schoolhouse commission plan was an "anomalous dual system." We are told that the "immediate effect of the change was beneficial." Red tape was eliminated. Repairs were expedited. But "delay and waste on the one hand and inefficiency and extravagance on the other did not cease." The operating force of the old schoolhouse department is "still intact" and "retains its old habits." "Unsavory purchasing incidents persist." The school committee still "vacillates" and there are "costly defects" in the planning of high and intermediate buildings.

The report concedes that "there probably always will be reason for criticism" as to the construction and maintenance of school buildings. Is there any plan in sight which will produce less criticism than the one now in use? The report agrees that the defects which it points out can be overcome. Can these not be cured then by the set-up now in use? Surprising is the statement that incidents characterized as "unsavory" will "persist until there are some changes in personnel" and that "the superintendent of construction should be free to reorganize the operating force he inherited." Has he no discretion in such matters now?

The fact not mentioned by the survey is that these departmental forces are amenable to civil service rules. It will be news to Mr. Rourke and to the members of the earlier survey if, aside from these limitations, he has no power over personnel. Another fact overlooked is that in the past year for the first time there has been a notable reduction in the number of portable school buildings, and that more building and repairing have been done and at smaller expense than in many a year before.

This present building system was proposed by the earlier survey in the light of a record that goes back more than seventy years. We have had the city council building schools. We have had an unwieldy school committee of twenty-five members with a building sub-committee for each school district. We have had a schoolhouse commission appointed by the mayor and financed by the school committee. And we have had various other schemes for varying periods of time.

We also have had politics and wirepulling,

the manipulation of the power of the purse for private ends, intolerable waste and delay. The idea in adopting the present system is to get the schoolbuilding business out of politics. Hence the creation of the new schoolhouse commission of three members to which the finance commission's survey objects as a division of responsibility. Of the three members, the mayor names one, the school committee names the second, and the two choose the third. If within thirty days the two make no choice then the Governor names the third member. These three men appoint the superintendent of construction. The intention is to make him as independent of "influence" and "pull" as it is possible for a public official to be. An engineer of tried and proved worth has now that responsible position. How a better plan could be devised for the ejection of politics from the schoolbuilding business is hard to see.

We are simply piling Pelion on Ossa. The school committee initiated a valuable survey of our entire school layout. Some of the recommendations of their report have been adopted, but none has been long in effect. Now we have in instalments the report of another survey, undertaken at the direction of the finance commission, by a body of three men, a former superintendent of the Waltham schools, a former member of the General Court who is a contractor and has built schools, and an engineer.

The new report as far as now available is an able and well-written document. It should have wide attention. But it appears to be a work of supererogation. Let it be remembered that we are getting the views of the survey now and not necessarily of the finance commission.

cont

HERALD

1/29/31

tors or else their budget must be inflated in every item to take care of the variations that constantly recur in every municipality. The cities attempting to have too great itemization either have to give authority to transfer to some one official or constantly pass transfer orders, which means making the budget once and remaking it scores, or in some cases, hundreds of times. To me, the report showing the proposed expenditure, as found in detailed estimates, if carried out substantially should be satisfactory to any legislative body, for surely no greater detailed picture can be expected."

It is my opinion that the business manager is to be congratulated rather than criticised for his efficiency in budgetary procedure.

It will be indeed unfortunate if the Boston public should get the impression that this report represents the views of the finance commission, composed of five members appointed by the Governor. What the public is reading now in serial form is only the report of three paid investigators, given piecemeal to the press, and the press only by the chairman of the finance commission. We have still to hear from the four other members of the finance commission.

BOSTON SCHOOL EXPENSES SOAR

Fin Com Reports 31 P. C. of City's Payments for Education

The school portion of the city's expenditure has increased from 22 per cent. in 1910 to 31 per cent. in 1930.

About 30 per cent. of the salary list goes to persons who are doing something other than or in addition to teaching.

Boston's overhead for schools in 1928 amounted to a little over 4 per cent. as against a little over 3 per cent. for Detroit; a little less than 3 per cent. for Philadelphia, San Francisco and Cleveland and only 2 per cent. for New York.

The above are three of the conclusions reached by the finance commission following its detailed investigation of the Boston school system.

The commission declares that the terms of the law under which the school committee receives funds to carry on its work is very confusing. The report reads, in part:

"The principal source of funds for Boston schools is such taxation as the state Legislature authorizes. On the theory that public education is not a part of municipal government, but is a separate function of society, school funds are in many cities set apart, the Legislature attempting to determine what proportion of public taxation shall be devoted to this purpose. An examination of the financial history of the school department reveals that this

GREATER BOSTON COSTS

In all the discussion of the various Greater Boston proposals, there has been little if any real study of the question in terms of the relative costs of government among the forty-three cities and towns concerned. Now comes the first instalment of actual figures prepared by the joint committee on municipal finance of the chamber of commerce and the Boston Real Estate Exchange. Such tabulations doubtless seem dry as dust to the majority, but as in this case they often contain facts of great importance for all of us. The more widely such facts are distributed and discussed, the better. Thus far the debate has been more academic than realistic.

How do the expenses of operation of the forty-two governments around Boston compare with the cost of Boston's government?

Notice first that two-fifths of the population of the metropolitan district live in Boston and three-fifths in the thirteen suburban cities and twenty-nine suburban towns, making a total population of nearly 2,000,000. Certainly it is a notable fact that the costs of the general governments of Boston and of these forty-two encircling communities are in exactly the same ratio, 40 per cent. and 60 per cent. No argument respecting excessive overhead expenses seems to apply either way.

Another similar relation compels attention. Boston has a little more than half the total assessed valuation of property in the metropolitan district, and the other forty-two communities have a little less than half. The figures are respectively \$1,950,186,600 and \$1,921,259,411. The ratios are 50.4 and 49.6 per cent. Yet the Boston land area is less than a ninth that of the suburbs. Now the total maintenance charges in the city and outside are in almost the same exact ratios, 51 and 49 per cent. The cost of upkeep in Boston for charities, schools, libraries, police and fire protection, highways, health, pensions, and so through the list, including the general government costs referred to above, was \$50,195,771, and for the forty-two other communities \$48,249,864. This means that the unified central city and the forty-two suburbs under separate jurisdictions have just about the same ratios of maintenance costs to taxable valuation, about 2½ per cent. in each case.

It is when the costs of the separate functions of their governments are examined that disparities appear. Boston has an extensive pension system for city employees. For every \$100 expended for this purpose by the suburbs and the city, the city spends \$81 and the suburbs only \$19. Stated in similar manner, Boston spends \$67 for charities and hospitals, and the suburbs \$33. For recreation, Boston spends \$59 and the forty-two communities \$41. In several other departments there is a more equal division, thus: for libraries \$53 and \$47; for health and sanitation \$52 and \$43; for fire and police services \$52 and \$48. For schools the suburbs lead with \$53 to \$47, and for highways also by \$57 and \$43.

In the one remaining category, the ratio is heavily against Boston. The city has a net debt of \$103,016,352, and the forty-two suburbs have aggregate net indebtedness of \$63,923,318. The ratios are 62 per cent. and 38 per cent. But we are reminded that this comparison is not altogether just, for about \$45,000,000 of the Boston debt is for "the rapid transit debt which, while an obligation of the city, is self-supporting." Take this item out and the Boston debt would fall below that of the suburbs.

Hurley Makes Bitter Attack On Goodwin for School Report

Says "Serial Is Outrageously at Variance with Facts and Unfair"—Fin Com Head Defends Segregated Budget as Recommended

A report from the finance commission's expert committee showing increasing costs of Boston's public school system yesterday caused Chairman Joseph J. Hurley of the school committee to make a personal attack on Chairman Frank A. Goodwin of the finance commission which included a charge that the committee's findings are "outrageously at variance with the facts."

The statement of the committee, the second instalment of a long report following an exhaustive investigation of the Boston schools, emphasized the lack of a segregated budget. This provoked immediate controversy between Hurley and Goodwin.

Hurley quoted from a letter written by Theodore N. Waddell, state director of accounts to indicate Waddell's approval of the committee's budget system. Goodwin at once replied with a statement asserting that Hurley had suppressed portions of Waddell's letter showing the state director favors a segregated budget.

TAX LIMIT INCREASED

The report of the finance commission's committee reviewed the limit law for appropriating power, saying that beginning with 1918 the Legislature provided that the schools should have a tax limit for each year, distinct from other departments. Nine times since then the limit has been increased. At present the school department has nine different limits, or a total of \$9.21 per \$1000 in valuation.

The report argues that the main purpose of specifying the several amounts for special uses apparently was to fix a maximum beyond which expenditures for the several objects should not go. "It would appear natural to fix a maximum and trust that the school committee would keep within the limits thus set," the report says. "If it did govern its action on this principle, since it could not exceed and should seldom come out precisely even, there would usually be some balance under each of the several heads, which having been raised by taxation should properly go to reduce the amount to be so raised in the following year. If, however, it was the intention to limit expenditures to the sums and the purposes thus specified, that intention is nullified by the law."

Therefore, the report states, "It thus becomes lawful for the school committee not only to expand one department at the expense of another, but to use income and balances to expand the fixed charges of following years. These provisions encourage the practice of exceeding the limits which the law ostensibly sets."

Balances of appropriations and income, if any, are carried over, not always to the same appropriation, but frequently to provide for expansion or increase in other items, the report says. Money authorized for repairs and alterations and not used in the year of authorization, has been used in the following year to increase salaries of educational officials.

LUMP APPROPRIATIONS

In discussing budgetary procedure, the investigation committee prefaces its remarks by stating that Boston stands alone of all the large cities of the country, and alone of the municipal departments of the city in making its appropriations for school purposes by the lump sum method. The school committee appropriates in 10 items, each a lump sum, to cover 10 classes of expenditure, five of the items absorbing 95 per cent. of the total maintenance appropriation.

The committee points out these conclusions:

The school portion of the city's expenditure has increased from 22 per cent. in 1910 to 31 per cent. in 1930.

About 30 per cent. of the salary list goes to persons who are doing something other than or in addition to teaching.

Boston's overhead for schools in 1928 amounted to a little over 4 per cent. as against a little over 3 per cent. for Detroit; a little less than 3 per cent. for Philadelphia, San Francisco and Cleveland and only 2 per cent. for New York.

"VERSATILE MR. GOODWIN"

Mr. Hurley's reply follows in part:

One finds it hard to follow Mr. Goodwin. Last week the versatile chairman of the finance commission was on the front page of the newspapers attacking a State House official. On Wednesday morning he was on the front page with the first instalment of the school survey "book of the month." On Thursday morning he was on the front page in the matter of automobile insurance rates. And on Thursday afternoon he is again on the front page with the second instalment of the serial. One hesitates to speak because of the fact that the book is coming out in instalments and gives rise to the suspicion that the moving picture talkie rights have been let out.

However, the second instalment is so outrageously at variance with the facts and so unfair in the conclusions which it draws from these facts, that it must be answered at once. It contains two criticisms. First: The excessive number of supervisors as distinguished from teachers, resulting in increased costs. Second: An attack on the school budget system.

As to the first: The statement wholly neglects to give the latest available figures for the year 1929-30, which are as follows:

Total number of teachers in the Boston school system on full or part time, 8008.

Total number of supervisors, 58. Those occupying non-teaching positions such as custodians, school physicians, school nurses, etc., 1872.

must have itemization in sufficient detail as to show function and activity costs within the several functions.

The school committee, in the first place, has no budget and therefore has no itemized budget.

Finally, Mr. Waddell admits that he is not familiar with the inner workings of such large departments as the school committee of the city of Boston. The committee which is making this report is familiar with the inner workings of the school committee.

I am very sorry to be compelled to say that Mr. Hurley has suppressed the vital parts of Mr. Waddell's letter that prove conclusively that the school committee has no segregated budget and that Mr. Waddell believes in a segregated budget.

INCREASED COSTS

A simple arithmetical process shows that less than 1 per cent. of those on the payroll are supervisors, and that 76 per cent. are teachers. This is far from excessive supervision. In fact, the school system has been criticised for insufficient supervision as compared with other cities. The mounting costs of schools cannot, therefore, be traced to an excessive proportion of supervisors to teachers. An analysis of the figures affecting other city departments will disclose an increase in expenditures fairly comparable with increased school costs.

the period 1916-1928 the cost of schools increased 172 per cent, hospitals 220 per cent., public libraries 178 per cent., park department 135 per cent., police department 110 per cent., fire department 119 per cent. and the finance commission itself 100 per cent.

As the survey committee of 1928, appointed by the school committee, and composed of Judge Michael H. Sullivan, President Lowell of Harvard University and others, said:

"Boston's lowest position on the table (of comparative costs of schools and other governmental departments of the 20 largest cities in the United States), 17th place, is shared in common by highways and schools."

The second part of the report criticises the school budget system. Mr. Goodwin himself is no accountant. The members of his survey committee are respectively an educator, a contractor and an architect. The problem is an accounting one. I think the people of Boston would prefer the opinion of Theodore N. Waddell, director of accounts, department of corporations and taxation of the commonwealth and accounting adviser of all state departments as well as cities and towns, who says, under date of Jan. 26, 1931, after a study of our budget system:

WADDELL'S LETTER

"There is no question but that the detail that you have prepared explaining the needs of your committee is interesting, informing and comprehensive. Much has been said for a number of years regarding itemized budgets and of course, it is true that we must have itemization in sufficient detail as to show function and activity costs within the several functions, but when it comes to a further detail in the appropriation so as to subdivide services other than personal into hundreds of items, it merely creates a great handicap to the administration."

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GLOBE

1/29/31

AMERICAN 1/29/31

OF MR WADDELL'S LETTER.

The chairman of the Finance Commission said he knew that Business Manager Sullivan had a letter from the State official and yesterday morning he obtained a copy from Mr Wad-dell, in order to be prepared.

Second Instalment of Report

In yesterday's second instalment of the report by the Finance Commission special investigating committee, the city of Boston is charged with stand-ing almost alone of all the large cities of the country, and the School Committee alone of the municipal departments of the city, in making its appropriations for school purposes by the lump sum method. The School Committee is severely criticized for its lack of a segregated budget.

It is further charged that administra-tion of the school system is growing out of proportion to education, with the cost of subsidiary activities out-growing the cost of teaching; that 30 percent of the salary list goes to persons who are doing something other than, or in addition to, teach-ing; and that a comparison of the office force of the superintendent, secretary and business manager for 1916 and 1930 shows an increase of 90 percent in personnel and 249 percent in cost, while the number of pupils increased 16 percent.

LANE AND OTHER SPEAKERS CONDEMN SCHOOLS REPORT

Condemning the first instalment of the recent school survey report as an example of "destructive criticism," Richard Lane, chairman of the Board of Commissioners of School Buildings, speaking last night at the annual dinner of the Boston Home and School Association in the Twentieth Century Club, declared it to be "unfair and un-just of the survey to criticize a depart-ment such as the one of which I am in charge and not say a word for the good work accomplished under the leadership of Supt Louis K. Rourke."

Chairman Lane also took exception to the anonymity of the report, which he said is coming out in unsigned in-stalments, "like a detective serial," instead of being completed and then sent first to the departments affected by its findings.

"Most people think," Chairman Lane said, "that the Finance Commission is responsible for sending the report out in this manner. I don't believe that. I think that the persons responsible were afraid that the report wouldn't get by that commission."

"If there is any challenge to be is-sued, let the people responsible issue it in a manly way."

The use in the report of such de-scriptive words as "unsavory" also met the disapproval of Chairman Lane. "Let them beware of the adjectives they use. I don't intend to let them get away with it," he said.

Tribute to the efficiency of Supt of Schools Dr Jeremiah E. Burke, and the Board of Assistant Superintendents was paid by Chairman Lane.

Chairman Lane offered heated re-sponse to the criticism of Miss Ellen M. Cronin, secretary of the School Committee, as made in the first instal-ment. "I wish," he declared, "to offer unlimited praise to the secretary of the School Committee as one of the most highly-respected, efficient women in executive office that I have ever met."

The sentiments of Chairman Lane were seconded by virtually all of the many speakers following him. Will-iam B. Snow, assistant superintendent of schools, said, "I resent to the ut-most the aspersions cast on the Board of Superintendents and the Board of

Apportionment. Anyone familiar with the functions of these boards knows that they are solely advisory or fact-finding bodies with no authority ex-cept, perhaps, to get a child under five years of age into the kinder-garten."

Mrs Jennie Lottman Barron, former member of the School Committee, came to the defense of Miss Cronin, attacking the method of publishing the reports. She said that while it is customary in the courts for alleged offenders to be present when accusa-tions are made, none of the persons criticized in the survey was given an opportunity to be present when the charges were made against him. She unfavorably contrasted the present survey board with the previous sur-vey board.

Other speakers included Mrs Eva Whiting White, Judge Michael H. Sullivan, a former member of the School Committee and chairman of the last survey board, and Mrs Al-gernon Coolidge.

Mrs Jennie M. Studley, president of the association, presided.

HERALD 1/29/31 CITY TO ERECT TWO BRANCH LIBRARIES

Brighton and Jamaica Plain Buildings Approved

New branch library buildings will be erected this year in the Faneuil dis-trict of Brighton and the Boylston sec-tion of Jamaica Plain. A loan order of \$200,000 was approved by the city council committee on finance yesterday after Chairman Frank W. Buxton of the library trustees had declared that preference should be shown the dis-tricts selected by the trustees because of existing conditions.

\$813,000 HOSPITAL EXTENSION FAVORED

City Council Committee Acts On Construction Project

Extension of the City Hospital, en-tailing expenditures of \$813,000, ex-clusive of two major construction pro-jects authorized last year but not yet started because of the overcrowding of the institution, was approved yesterday by the city council committee on finance.

As soon as the number of patients approaches normalcy it is planned to start the construction of a long needed children's pavilion and a surgical build-

Mayor Calls Indoor Golf an Amusement

Mayor James M. Curley's peti-tion requesting that miniature golf be declared an amusement was heard today by the joint legis-lative committee on cities and taken under advisement. There was no opposition to the bill.

John M. Casey, chief of the li-censing bureau of Boston, stated the naming of miniature golf as an amusement would "clarify the situation." In this way, he stated, it would be easy to regulate the time of operation for such amuse-ments.

Chairman Buxton made known that the trustees consider that 32 branch libraries are sufficient to meet all de-mands and that the additional expend-itures which any increase in the num-ber would force are not looked upon as advisable.

Approval was given a loan order of \$1,000,000 for sewers after Commis-sioner of Public Works Rourke had presented a list of streets in which sewers should be laid at an estimated cost of \$2,200,000. Rourke maintained that the cost of the \$200,000 sewer job forced by the Centre street widening should be met from the appropriation of \$1,100,000 for the widening and he also asserted that while it has been the practice to expend \$1,000,000 annually for sewer construction, demands have in-creased so greatly that it is never pos-sible to do the work which ought to be done every year.

A loan order of \$200,000 for the erec-tion of a recreation building at Long Island Hospital was approved after In-stitutions Commissioner James E. Ma-guire had explained the desirability of providing 683 male inmates, who are now compelled to pass their time in a poorly ventilated basement, with a healthful and suitable building in which entertainments can be satisfac-torily presented. A building of suffi-cient size is planned so that both the men and women at the hospital can attend entertainments which are out of the ordinary.

ing, but the hospital trustees will not approve contracts for any building which call for the razing of existing structures until the facilities of the in-stitution are more than ample to meet demands.

Chairman Joseph P. Manning of the trustees outlined to the committee the improvements which can be made this year without disturbing the bed capacity of the hospital. They are the modern-izing of the Lamont G. Burnham me-morial building at a cost of \$86,000; the erection of an electrical distributing centre, \$86,000; equipment for new laun-dry building, \$125,000, and an addition of \$11,000 to the authorization of \$174,-000 last year for the building; \$342,000 for a new kitchen and refrigeration sys-tem; \$60,000 to remodel the present laundry into a distribution centre of supplies with centralized control of all supplies; \$30,000 for a new ambulance station in the event that housing facili-ties for ambulances are not provided in the laundry building which, it has been

decided to erect on the south side of Albany street.

Authorization was given last year for the spending of \$572,000 for a children's pavilion but plans call for \$74,000 addi-tional because of the addition of 1 1-2 stories to the originally planned struc-ture.

HURLEY ASSAILS "FIN COM" HEAD

Calls Report on Schools Outrageously Unfair

Hints Goodwin Has Let Movie Talkie Rights on "Serial"

Latter Calls Quoting of Waddell "Laughable"

The printing of the second instalment of the report of the special committee investigating the school system for the Finance Commission yesterday drew the fire of Chairman Joseph J. Hurley of the School Committee who in a statement last evening launched into a personal attack on Chairman Frank A. Goodwin of the Finance Commission and charged the latest instalment with being "so outrageously at variance with the facts and so unfair in the conclusions which it draws from these facts, that it must be answered at once."

Chairman Hurley refers to the instalments of the school investigation report as instalments of the "book of the month" and "of the serial."

He charges that what the public is reading in serial form is only the report of three paid investigators, given piecemeal to the press, "and the press only," by the chairman of the Finance Commission, noting, "we have still to hear from the four other members of the Finance Commission."

Chairman Goodwin declined to be drawn into a controversy with Mr Hurley over the personal attack on him.

He did take occasion to point out that the report of the committee is given out by a vote of the entire commission, and without comment. He stated that the Finance Commission will make a statement dealing with its own committee's report at a later date.

Hurley's Statement

Chairman Hurley's statement reads: "One finds it hard to follow Mr Goodwin. Last week the versatile chairman of the Finance Commission was on the front page of the newspapers attacking a State House official. On Wednesday morning he was on the front

page with the first instalment of the School Survey 'book of the month.' On Thursday morning he was on the front page in the matter of automobile insurance rates. And on Thursday afternoon he is again on the front page with the second instalment of the serial.

"One hesitates to speak because of the fact that the book is coming out in instalments and gives rise to the suspicion that the moving picture talkie rights have been let out.

"However, the second instalment is so outrageously at variance with the facts and so unfair in the conclusions which it draws from these facts, that it must be answered at once. It contains two criticisms. First: The excessive number of supervisors as distinguished from teachers resulting in increased costs. Second: An attack on the school budget system.

"As to the first: The statement wholly neglects to give the latest available figures for the year 1929-30, which are as follows:

Total number of teachers in the Boston school system on full or part time...	6008
Total number of supervisors...	58
Those occupying non-teaching positions such as custodians, school physicians, school nurses, etc.	1872

Denies Excessive Supervision

"A simple arithmetical process shows that less than 1 percent of those on the payroll are supervisors and that 76 percent are teachers. This is far from excessive supervision. In fact, the school system has been criticized for insufficient supervision as compared with other cities. The mounting costs of schools cannot, therefore, be traced to an excessive proportion of supervision to teachers. An analysis of the figures affecting other city departments will disclose an increase in expenditure fairly comparable with increased school costs.

"For the period 1916-1928 the cost of schools increased 172 percent, hospitals 220 percent, public libraries 178 percent, Park Department, 135 percent, Police Department 110 percent, Fire Department 119 percent and the Finance Commission itself 100 percent.

"As the Survey Committee of 1928, appointed by the School Committee and composed of Judge Michael H. Sullivan, Pres Lowell of Harvard University and others, said:

"Boston holds a conservative position among her sister cities in the matter of supporting public education.

"Boston's lowest position on the table of comparative costs of schools and other governmental departments of the 20 largest cities in the United States, 17th place, is shared in common by highways and schools."

"The second part of the report criticizes the school budget system. Mr Goodwin himself is no accountant.

The members of his Survey Committee are respectively an educator, a contractor and an architect.

Quotes Waddell

"The problem is an accounting one. I think the people of Boston would prefer the opinion of Theodore N. Waddell, director of accounts, Department of Corporations and Taxation of the Commonwealth, and accounting adviser of all State departments as well as cities and towns, who says, under date of Jan. 26, 1931, after a study of our budget system:

"There is no question but that the detail that you have prepared explaining the needs of your committee is interesting, informing and comprehensive. Much has been said for a number of years regarding itemized budgets and of course, it is true that we must have itemization in sufficient detail as to show function and activity costs

within the several functions, but when it comes to a further detail in the appropriation so as to subdivide services other than personal into hundreds of items, it merely means a great handicap to the administrators or else their budget must be inflated in every item to take care of the variations that constantly recur in every municipality. The cities attempting to have too great itemization either have to give authority to transfer to some one official or constantly pass transfer orders, which means making the budget once and remaking it scores, or in some cases, hundreds of times. To me, the report showing the proposed expenditure, as found in detailed estimates, if carried out substantially should be satisfactory to any legislative body, for surely no greater detailed picture can be expected."

"It is my opinion that the business manager is to be congratulated rather than criticised for his efficiency in budgetary procedure.

"It will be indeed unfortunate if the Boston public should get the impression that this report represents the views of the Finance Commission, composed of five members appointed by the Governor. What the public is reading now in serial form is only the report of three paid investigators given piecemeal to the press and the press only, by the chairman of the Finance Commission. We have still to hear from the other four members of the Finance Commission."

Goodwin's Reply

In reply, Chairman Goodwin says: "The giving out of Mr Waddell's letter by Chairman Hurley as a justification for his failure to have a segregated budget is laughable. In the letter Mr Waddell says: 'I believe in the appropriation order, but it is well to stipulate that the expenditures should be made substantially in accordance with the estimates. That would be a segregated budget, but the only thing Mr Sullivan does is to present a so-called estimate and then the School Committee appropriates in lump sums.

"Again," Mr Waddell says, "much has been said for a number of years regarding itemized budgets and, of course, it is true that we must have itemization of a sufficient detail as to show functions and activity costs within the several functions. The School Committee, in the first place, has no budget and therefore has no itemized budget."

"Then again," Mr Waddell says in his letter, "To me the report showing the proposed expenditures as found in the detailed estimates and carried out substantially should be satisfactory to a legislative body. Surely, no more detailed picture can be expected." Of course, the detailed estimates ought to be satisfactory to the legislative body which, in this particular, is the School Committee, but they should go further and appropriate according to the items of the estimates which would make it a segregated budget, but which they do not do.

"Finally, Mr Waddell admits that he is not familiar with the inner workings of such a large department as the School Committee of the city of Boston. The committee which is making this report, after eight months' study, is familiar with the inner workings of the School Committee."

Informed that evidently certain quotations of Waddell's letter that he had elaborated on in his statement had not been included in the section given out by Mr Hurley, Mr Goodwin said last night: "I'm quoting from the entire letter. If parts that I used are not in Mr Hurley's statement, Mr Hurley has suppressed parts

Post 1/30/31

\$1,400,000 FOR CONSTRUCTION

Work to Be Started to Provide Jobs for Idle

Public construction projects costing \$1,400,000 late yesterday received the approval of the City Council committee on finance following hearings at City Hall during which city officials urged immediate action so that the work could be started without delay to provide jobs for the jobless.

The major item was a loan order of \$1,000,000 to build sewers in various sections of the city where new streets will be built this year. Chairman Herman L. Bush and his finance committee agreed to report favorably to the Council at its Monday meeting after Public

Works Commissioner Joseph A. Bourke insisted that twice as much would be needed to meet the demands of residents.

Two new branch libraries will be built this year at a cost of \$100,000 each. Chairman Frank W. Buxton announced that the board of library trustees had decided to erect the new branch buildings in the Faneuil section of Brighton and in the Boylston section of Jamaica Plain. He declared that 32 branch libraries would be sufficient to meet the demands of the entire city.

The committee finally voted approval of a \$200,000 loan order for the erection of a recreation building for the 1200 patients at the Long Island hospital. Institutions Commissioner James E. Maguire protested that the present recreation room is in the basement, and he explained that there will be no basement in the new building, so that future city officials will not again be able to place the sick and aged in quarters below the ground surface. A building of sufficient size is planned so that both men and women at the hospital can attend entertainments offered by the hospital welfare committee throughout the year.

\$1,559,000 FOR CITY HOSPITAL

Expansion Plan Outlined by Chairman Manning

Expansion of the Boston City Hospital facilities through a building programme to cost \$1,559,000 this year was outlined yesterday by Chairman Joseph P. Manning of the Board of Trustees at a hearing before the City Council finance committee.

In addition to \$746,000 already appropriated for two major projects, which the trustees have hesitated to start until the old buildings can be razed, the committee voted to report favorably on other loan orders totalling \$813,000.

Chairman Manning explained that the hospital officials did not dare to tear

down the old buildings at the present time because it was necessary to reopen them to take care of the overflow of patients during the past two months. But it has been anticipated that the number of patients will drop upon the approach of milder weather and permit the advancement of the building projects.

The chief feature of the programme will be the removal of all the shops, garages and mechanical structures from the main hospital grounds, providing sites for surgical and medical buildings within the walls. To this end all the mechanical buildings will be erected on the opposite side of Albany street, adjoining South Bay.

Among the projects which can be carried out without disturbing the present bed capacity of the hospital at the present time are the construction and furnishing of a modern laundry plant at an approximate cost of \$310,000, a new kitchen and refrigerating system costing \$342,000, new ambulance station at \$30,000, a central supplies building, \$60,000; an electrical distributing station, \$86,000; remodelling of the Lamont G. Burnham memorial building, \$86,000, and finally a new children's pavilion, \$646,000.

TRANSCRIPT 1/30/31

Ask Underpasses at Charles St. Circle

The legislative Committee on Metropolitan Affairs was urged today by representatives of the Massachusetts General Hospital and members of the Beacon Hill Association to report favorably a bill sponsored by Romney Spring, providing for construction of underpasses leading to the traffic circle at Charles and Cambridge streets, now under construction. Mr. Spring said prospective riders would encounter great danger at the intersection and that the construction of underpasses would not only relieve this, but assist persons in reaching the hospital.

The Boston Police Department could oversee the underpasses, he declared. Dr. Frederick A. Washburn, director of the Massachusetts Eye and Ear Infirmary appeared as a speaker and pleaded for protection for those who visit that institution.

"A station without proper approaches is not even half a loaf. It will be unsafe for the lame, halt and blind to cross the roadways on the service. I appeal to this committee for protection for these people," said Dr. Washburn. Others who spoke in favor of the bill were Henry P. Mendall, a real estate owner of 32 Embankment road; Percy A. Atherton and James M. Munnewell.

H. Ware Barnum, general counsel for the Boston Elevated Railway, maintained that the cost of constructing such underpasses should not be included in the cost of the station, as they would be used by five times as many pedestrians as patrons of the Elevated.

Corporation Counsel Samuel Silverman of Boston insisted, however, that most of those who would use the passageways would be entering or leaving the station and that, therefore, the burden should not be placed upon the city of Boston.

AMERICAN 1/30/31

HUNDREDS SEND IN NAMES FOR NEW TUNNEL

The Tunnel Editor didn't know there could be so many names for a traffic tunnel until his mail set him right today.

Hundreds of readers continued to send in their suggestions toward a name for the \$16,000,000 project that will connect Boston proper and East Boston, one enthusiast suggesting "Boston's Depression" in view of the men it will put to work.

More practical names are urged, however, and out of the heavy mail may come the suggestion of some reader that will be handed down to posterity as the official name of the big improvement.

Mayor James M. Curley and the memory of his late son, James M. Curley, Jr., continued today in the majority of suggestions received for a fitting name.

LONG FAVORS CURLEY NAME

Two of the leading proponents to honor the mayor and his family were William P. Long, park commissioner, and James A. Sweeney, scaler of weights and measures.

Both suggested that the tunnel be named after James M. Curley, Jr., "as a tribute to the memory of Mayor Curley's son and a tribute to the many years of faithful service his father has given the city."

Sensation Is Hinted Over School Probe

"Fin Com" Will Conduct Hearings and Will Hold Back Much from Its Reports

With the announcement by Frank A. Goodwin, chairman of the Finance Commission, today, that public hearings would be held on the operation of the Boston school system, and therefore the School Committee members and their friends should withhold criticism of the reports being published until all evidence has been submitted, there came the rumor that the Finance Committee is holding much in reserve.

What has been unearthed by the commission's investigating committee is said to offer all the essentials of a sensational outcome, with possibly an appeal to the grand jury for an investigation of certain activities of school officials. It also is said that the public should be more intensely interested in the developments than it was in the sensations surrounding the Exchange-street widening or the Sunday baseball scandal.

Mr. Goodwin's statement today, influenced by the attack made by Chairman Joseph J. Hurley of the School Committee against the second installment of the Finance Commission's report printed yesterday afternoon, is as follows:

"I want to take this occasion to appeal to the officials of the Boston School Committee and their friends to await the complete publication of the report of the investigating committee appointed by the Finance Commission, without any further personal attacks.

"I do this in the interest of fair play and the good name of the city. All these attacks will not alter one iota the completion of the work which the Finance Commission set out to do—to let the taxpayers of the city of Boston know how their money is being spent for school purposes and how the system is being operated.

"The criticism that this report is being given out piecemeal is unfair because the School Committee's own survey report was given out in the same manner. The Finance Commission decided unanimously to give the report out in this manner and it also decided to give everyone an opportunity to express his opinion about any part of the report before it expresses its opinion.

"These hearings should be public because the time has arrived when the citizens of Boston are entitled to know the truth about the operation of the school system."

Hurley Makes Bitter Attack on "Fin Com" Chairman of School Board Makes Use of Letter Written by Waddell

Chairman Joseph J. Hurley of the

TRANSCRIPT 1/30/31

school committee, in reply to the second installment of the Finance Commission's report on the Boston school system, charges, in a public statement, that it is "so outrageously at variance with the facts and so unfair in the conclusions which it draws from these facts, that it must be answered at once."

"The report contains two criticisms," Mr. Hurley says. "First: The excessive number of supervisors as distinguished from teachers resulting in increased costs. Second: An attack on the school budget system.

"As to the first: The statement wholly neglects to give the latest available figures for the year 1929-30, which are as follows:

Total number of teachers in the Boston school system on full or part time.....	6008
Total number of supervisors.....	58
Those occupying nonteaching positions such as custodians, school physicians, school nurses, etc.	1872

"A simple arithmetical process shows that less than 1 per cent of those on the payroll are supervisors and that 76 per cent are teachers. This is far from excessive supervision. In fact, the school system has been criticized for insufficient supervision as compared with other cities. The mounting costs of schools cannot, therefore, be traced to an excessive proportion of supervision to teachers. An analysis of the figures affecting other city departments will disclose an increase in expenditure fairly comparable with increased school costs.

"For the period 1916-1928 the cost of schools increased 172 per cent, hospitals 220 per cent, public libraries 178 per cent, park department 135 per cent, police department 110 per cent, fire department 119 per cent and the Finance Commission itself 100 per cent.

"As the survey committee of 1928, appointed by the School Committee and composed of Judge Michael H. Sullivan, President Lowell of Harvard University and others, said:

"Boston holds a conservative position among her sister cities in the matter of supporting public education. . . .

"Boston's lowest position on the table (of comparative costs of schools and other governmental departments of the twenty largest cities in the United States), seventeenth place, is shared in common by highways and schools."

"The second part of the report criticizes the school budget system. Mr. Goodwin himself is no accountant. The members of his survey committee are respectively an educator, a contractor and an architect.

Quotes Waddell

"The problem is an accounting one. I think the people of Boston would prefer the opinion of Theodore N. Waddell, director of accounts, Department of Corporations and Taxation of the Commonwealth, and accounting adviser of all State departments as well as cities and towns, who says, under date of Jan. 26, 1931, after a study of our budget system:

"There is no question but that the detail that you have prepared explaining the needs of your committee is interesting, informing and comprehensive. Much has been said for a number of years regarding itemized budgets and of course, it is true that we must have itemization in sufficient detail as to show function and activity costs within the several functions, but when it comes to a further detail in the appropriation so as to subdivide services other than personal into hundreds of items, it merely means a great handicap to the administrators or else their budget must be inflated in every item to take care of the variations that constantly recur in every municipal-

ity. The cities attempting to have too great itemization either have to give authority to transfer to some one official or constantly pass transfer orders, which means making the budget once and re-making it scores, or in some cases, hundreds of times. To me, the report showing the proposed expenditure, as found in detailed estimates, if carried out substantially should be satisfactory to any legislative body, for surely no greater detailed picture can be expected."

"It is my opinion that the business manager is to be congratulated rather than criticized for his efficiency in budgetary procedure."

Goodwin's Reply

In reply, Chairman Goodwin says: "The giving out of Mr. Waddell's letter by Chairman Hurley as a justification for his failure to have a segregated budget is laughable. In the letter Mr. Waddell says: 'I believe in the appropriation order, but it is well to stipulate that the expenditures should be made substantially in accordance with the estimates. That would be a segregated budget, but the only thing Mr. Sullivan does is to present a so-called estimate and then the School Committee appropriates in lump sums.'

"Again," Mr. Waddell says, 'much has been said for a number of years regarding itemized budgets and, of course, it is true that we must have itemization of a sufficient detail as to show functions and activity costs within the several functions. The School Committee, in the first place, has no budget and therefore has no itemized budget.'

"Then again," Mr. Waddell says in his letter, 'To me the report showing the proposed expenditures as found in the detailed estimates and carried out substantially should be satisfactory to a legislative body. Surely, no more detailed picture can be expected.' Of course, the detailed estimates ought to be satisfactory to the legislative body which, in this particular, is the School Committee, but they should go further and appropriate according to the items of the estimates which would make it a segregated budget, but which they do not do.

"Finally, Mr. Waddell admits that he is 'not familiar with the inner workings of such a large department as the School Committee of the city of Boston.' The committee which is making this report, after eight months' study, is familiar with the inner workings of the School Committee."

Mr. Lane's Comment

Condemning the first installment of the recent school survey report as an example of "destructive criticism," Richard Lane, chairman of the Board of Commissioners of School Buildings, speaking last night at the annual dinner of the Boston Home and School Association in the Twentieth Century Club ball, declared it to be unfair and unjust of the survey to criticize a department such as the one of which I am in charge and not say a word for the good work accomplished under the leadership of Superintendent Louis K. Rourke."

Tribute to the efficiency of Superintendent of Schools Jeremiah E. Burke, and the Board of Assistant Superintendents was paid by Chairman Lane. He offered a heated response to the criticism of Miss Ellen M. Cronin, secretary of the School Committee, as made in the first installment. "I wish," he declared, "to offer unlimited praise to the secretary of the School Committee as one of the most highly respected, efficient women in executive office that I have ever met."

\$138,000 FOR NO. END LAND

Father of Slain Gangster
to Receive \$40,000

The vote of the Board of Street Commissioners to pay \$138,000 in damages for takings in the North End for school purposes on Charter st and Revere pl was approved today by Mayor Curley. For two parcels on Charter st, Carmelo Guilfre, father of the gangster of the same name whose funeral will take place at 18 Charter st tomorrow, will receive \$40,000.

The property takings and awards:
Ellen L. Leonard, trustee, 3632 square feet, buildings, \$28,000.

Carmelo Guilfre, 1030 sq ft, buildings, \$22,000.

Giovanni and Angela Rosa Santosuo, 1164 sq ft, buildings, \$21,000.

Carmelo Guilfre, 1092 sq ft, buildings, \$18,000.

Thomas McCormick heirs, 895 square feet, building, \$12,000.

Rocco Lombardo, 874 square feet, buildings, \$16,000.

Maria Figueira, 870 square feet, building, \$4000.

Antonio Guiducci heirs and Carmela Guiducci, 1041 square feet, building, \$8500.

Marco and Carolina Lombardi, 1055 square feet, building, \$8500.

Owners unknown (Revere place), 41 square feet, nothing.

Owners unknown (passageway), 61 square feet, nothing.

Harris Leshefsky, 10 square feet, nothing.

MAYOR CONGRATULATES GOV ROOSEVELT ON BIRTHDAY

The following message of congratulation to Gov Franklin D. Roosevelt of New York on the occasion of the latter's 49th birthday, was sent today by Mayor Curley:

"I pray you will accept my hearty congratulation and every good and sincere wish upon the occasion of your 49th birthday. Your administration as Governor of the Empire State has provided ways and means for decreasing unemployment in the severest commercial and industrial depression which our country has known. You have stood fearlessly as a sponsor for advanced, liberal and progressive revision of the taxation laws. You have provided material aid for those living by the fruits of their industry and agriculture upon the extensive farms of your State. You have preserved the forests from spoliation and you have protected the waterways of New York. Your administration has stood as the splendid exemplification of popular government in our country's largest Commonwealth."

Mayor's Office Gives \$100

A donation of \$100 from the Mayor's office was sent by Mayor Curley today to Chairman Simon E. Hecht of the Board of Overseers of the Public Welfare, to be added to the fund for use in relieving unemployment distress.

New Specifications For Bathhouse

Specifications for the new North End

ASKS HALT IN ATTACKS ON FIN. COM. REPORT

Goodwin Defends Plan to Give Out School Information Piecemeal—Wants Public Hearing

Calling upon the officials and friends of the Boston School Committee to await the complete publication of the Finance Commission's report, without further personal attacks, Chairman Frank A. Goodwin today gave out a statement. The chairman also expressed the opinion that the hearings on the report should be public and the citizens should know the truth about the operation of the school system.

It was said today that when the hearings are held there will be made public information pertaining to the activities of certain individuals which is not contained in the Finance Commission reports.

Chairman Goodwin's statement follows:

"I want to take this occasion to appeal to the officials of the Boston School Committee and their friends to await the complete publication of the report of the investigating committee appointed by the Finance Commission,

without any further personal attacks. "I do this in the interest of fair play and the good name of the city. All these attacks will not alter one iota the completion of the work which the Finance Commission set out to do—to let the taxpayers of the city of Boston know how their money is being spent for school purposes and how the system is being operated.

"The criticism that this report is being given out 'piecemeal' is unfair, because the School Committee's own survey report was given out in the same manner. The Finance Commission decided unanimously to give the report out in this manner, and it also decided to give every one an opportunity to express his opinion about any part of the report before it expresses its opinion.

"These hearings should be public, because the time has arrived when the citizens of Boston are entitled to know the truth about the operation of the school system."

CURLEY AND STAFF GIVE \$100 TO NEEDY

Mayor Curley joined today with the

members of his office staff in contributing \$100 to Chairman Simon Hecht of the overseers of the public welfare to be used for the relief of sufferers from unemployment. The donation is the first of a series of several during coming weeks.

Playground bathhouse and laundry are being revised in view of the fact that recent bids for the job showed the lowest bid of \$129,000 with an appropriation of but \$125,000. Revision of specifications will be followed by re-advertising for bids.

Curley Indorses Kendall Bill

Mayor Curley today, in communications to President Hoover, Postmaster General Brown and Senators Walsh and Gillett, strongly urged indorsing the Kendall bill, providing a Saturday half-holiday for employees of the Post-office Department.

New Roses For Garden Here

A large consignment of roses from Portland, Or., will be sent here to be added to those in the Boston Rose Garden, according to an announcement last night by Pres Thomas Luke of the Florists' Telegraph Delivery Association of the United States and Canada.

Milk Drivers Praise Mayor

Awarding of milk contracts for Boston institutions to union milk companies brought the following letter to Mayor Curley today from the Milk Wagon Drivers' and Creamery Workers' Union, Local 380, of Boston:

"It is with pleasure that we, the undersigned, take this opportunity of extending to Your Honor our sincere appreciation of your generous consideration in the granting of contracts to the union milk companies of Boston.

"The manifestation of such a wonderful spirit proves beyond any question of doubt that you are now, as always, behind organized labor in its efforts to better the conditions of the workingman."

Selects Traffic Circle Designer

William Stanley Parker has been selected by Mayor Curley to be responsible for the architectural phase of the underpass and traffic circle at Cambridge and Chelsea sts. in order that the entire work and landscaping harmonize with the beauty of the Longfellow Bridge.

OPEN DOORS FOR VAN SWERINGENS

Mayor Curley Urges Railroad Competition Here---Calls Pennsylvania "Dangerous and Hostile"

Charging that the Pennsylvania railroad system held a "dangerous and hostile" control here, Mayor Curley, last night, announced that he would do all in his power to bring the Van Sweringen system in to provide competition in aid of the port.

His stand was contained in a letter to Chairman Rolland H. Spaulding of the New England railroad committee, which contended that the New England railroads were controlled by outside interests which take all and give nothing to New England because, he claimed, they desired to build up other ports.

He stated that the Pennsylvania system, controlling the Boston & Maine and the New Haven railroad, was interested in building up Philadelphia, and the New York Central, controlling the Boston & Albany, had as its chief objective the port of New York.

Declaring that "New England must act at once for its own protection," the Mayor urged the committee to provide competition to develop New England by inviting in the Van Sweringen system and the Baltimore & Ohio as well, provided it is impossible to "divorce the New England roads from the Pennsylvania's dangerous and hostile control."

In his letter to the New England committee, the Mayor stated:

"Your committee appointed by the Governors of the New England States to make an exhaustive investigation and study of the transportation needs of New England has now been engaged in this task for more than a year and as yet no report or recommendation has been made or issued by it. During this period of investigation by your committee, some of the main trunk lines of the Eastern part of the country have been very active in forcing the issue as to what the transportation facilities of New England shall be.

In Hands of Outside Interests

"The Pennsylvania road is credited with having acquired working control of the Boston & Maine railroad and the New York, New Haven & Hartford railroad. The New York Central owns and controls, and has for years owned and controlled, the Boston & Albany railroad. So, at the present time, the main railroad lines of New England are in the hands of outside railroad interests and these

interests are concerned primarily with the development of ports outside New England which are in very keen competition with the port of Boston.

"Recently the public was made acquainted with the so-called four-system trunk line plan emanating from the executives of the Eastern trunk lines. This plan proposed that the Eastern territory should be served by four main trunk lines, namely, the Pennsylvania railroad, the Baltimore & Ohio, the Van Sweringen system and the New York Central. That plan quite definitely gives but scant, if any consideration to the welfare of New England. Its principal purpose is to develop ports outside of New England and which, as stated before, are in serious competition with New England ports.

"If New England is to receive any comfort or relief it must take action at once for its own protection.

Objectives of the Lines

"The Pennsylvania railroad has for its objective the building up of the port of Philadelphia. The Van Sweringen system has for its objective the building up of the port of Norfolk. The New York Central lines have always been chiefly concerned with the development of the port of New York. The Baltimore & Ohio railroad's leading interest is in the port of Baltimore. All these lines have aggressive interest in competing for the business of New York but not one of these lines has New England ports for its objective. If New England and its industries are to be developed, indeed if we are not to regress, the present trunk lines now controlling the railroad facilities in New England, namely, the Pennsylvania railroad and the New York Central, must and should have competitive lines in our territory.

"If these two lines have no competition, then clearly New England will remain as it is today—an outlying district served only by branch line railroads which seek to secure from New England whatever they can, but in return refuse to help in its upbuilding. A promise of relief from that situation would consist of bringing in trunk lines, if that is possible, which will make Boston and this territory their chief objective. That, however, is probably difficult of accomplishment at the present time, and in face of that circumstance the next best thing we can hope for is to bring in the Van Sweringen system and the Baltimore & Ohio to place them in active competition with the Pennsylvania railroad and the New York Central.

Open Up to Competition

"I am reliably informed that the Van

Sweringen interests are very anxious to bring their system into New England. In my opinion your committee should encourage that desire and as Mayor of Boston I propose to do everything that lies within my power to encourage their coming here. If the Baltimore & Ohio interests evidence a like desire, I believe that your committee should make an attempt to further the desire on their part to come here. In other words, I believe your committee should do everything possible to recommend that New England territory be opened up to the competition of all trunk lines that desire to serve it, in order to make New England as highly competitive as other sections of the country which these trunk lines serve.

"If, however, your committee should decide that it is impossible or impracticable to bring to New England these various competitive trunk lines, then in my opinion your committee should strenuously urge that the present New England lines, to wit, the New York, New Haven & Hartford and the Boston & Maine, be divorced from the control of the Pennsylvania Railroad and that New England be allowed to develop its own facilities without the dangerous and hostile control of outside railroad interests, to the end that New England with its own railroads as a nucleus may eventually reach out into trunk line territory and create its own system whereby it may work out its own salvation.

"In any event, I hope that your committee will take immediate drastic action to relieve the present unfortunate railroad situation now confronting New England."

UNDERPASS URGED AT TRAFFIC CIRCLE

Dr Washburn Speaks for Charles-St Project

Dr Frederick A. Washburn, director of the Massachusetts Eye and Ear Infirmary, was one of the speakers to urge the construction of an underpass to the traffic circle at Charles and Cambridge sts, where a subway station will be located on the Cambridge Subway line.

The bill for the building of underpasses was before the Legislative Committee on Metropolitan Affairs and was proposed by Romney Spring.

Dr Washburn declared that a station without proper approaches is "not even half a loaf," in pleading for the protection of visitors to the Eye and Ear Infirmary and the Massachusetts General Hospital. He claimed that it would be unsafe for lame and blind people especially, to attempt to cross the busy thoroughfare from the proposed station to the hospital.

Mr Spring, speaking for the measure, said of the traffic congestion at that intersection and said it would be practically impossible for people to get from the sidewalk to the subway entrance without underpasses.

Henry P. Kendall, Percy A. Atherton and James M. Hunnewell also favored the bill.

Corporation Counsel Samuel Silverman of Boston protested against the provision of the bill which stated that the Elevated Railway will not be responsible for the upkeep and policing of the underpasses. He argued that the responsibility should not be placed on the city.

4127720 1/30/31 Post 1/30/31

ARLINGTON ST. TO BE WIDENED

Construction of \$2,000,000
Apartment Block Causes
Approval of Project

WIDTH OF CENTRE ST. IS SET AT 80 FEET

The probability of construction, this year, of a \$2,000,000 apartment block between Isabella and Cortes street, South end, on the southerly side of Arlington street, led Mayor Curley, yesterday, to approve the widening of Arlington street between Piedmont and Tremont streets, at an estimated cost in excess of \$600,000.

A New York syndicate has been awaiting the continuation of the Arlington street widening, started during the Nichols administration before proceeding with the erection of an apartment block of such pretentious type, that it will rival similar structures along Riverside drive, New York.

NEW BRIDGE NECESSARY

Mayor Curley has been disinclined to make the Arlington street widening this year but assurances of almost definite character that the apartment block project will be carried out, led to the advancement of the widening and its inclusion in the major street improvements to be made this year.

A new bridge over the Boston & Albany tracks near Tremont street will be necessary. The new street lines will follow the line established when the building of the Boston Consolidated Gas Company at Arlington street and Columbus avenue was set back from the old sidewalk limit.

Betterment assessments of \$75,000 have been levied by the street commission against land damage awards amounting to \$338,002. Property owners affected are reported to be unwilling to accept the awards which are: R. T. Adams Company, \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Ukrainian Catholic Church, \$30,000; Raymond A. Murphy, \$21,000; City of Boston, Abraham Lincoln school, \$35,000; Adeline and Emily Horgan, \$7,000; Boston & Albany and Boston & Providence railroads, \$1.

Although definite details are lacking it is understood at City Hall that the proposed apartment block will necessitate the razing of many comparatively small buildings used for residential purposes.

CENTRE STREET WIDTH SET

The controversy about the width of Centre street, between Belgrade avenue and the Arborway, which has tied up the starting of work on the widening, was definitely settled yesterday by the announcement of Mayor Curley that this important through traffic artery will be an 80-foot roadway.

In a very few areas, where conditions exist which compel a reduction of the mean width, the roadway will be but 70 feet wide.

TO RECLAIM SOUTH END FOR HOMES

Anticipated by Mayor
in Widening More
of Arlington St.

Reclamation of the South End as a high-class residential district was predicted yesterday by Mayor Curley in ordering the extension of the Arlington street widening to hasten the proposed erection of a \$2,000,000 apartment block similar to New York's best on Riverside Drive.

\$339,002 DAMAGES

New York interests approached the Mayor and practically agreed to carry out their plans for an apartment block in the vicinity of Isabella and Cortes streets as soon as the widening is completed. The widening was started several years ago when the Boston Consolidated Gas Company set back its new building at Arlington street and Columbus avenue.

At a cost of \$600,000 the widening will be extended from Piedmont to Tremont street, taking properties for which the Board of Street Commissioners yesterday awarded land damages amounting to \$339,002. At the same time the board levied betterment assessments for the improvement of abutting properties in the amount of \$75,000, thus bringing the net amount of damages to \$263,002. But included in this amount is \$35,000 which will remain in the city treasury, being allowed by the Street Commission to the school committee for taking the old Abraham Lincoln School.

The other damage awards were: Ukrainian Church, \$30,000; R. T. Adams Company, \$80,000; Ellen G. Furlong, \$130,000; David Jacobs, \$35,000; Raymond A. Murphy, \$21,000; Adeline and Emily Horgan, \$7,000; Boston & Albany railroad, \$1, and Boston & Providence railroad, \$1.

In the widening of the street to a uniform width of 80 feet, the city will replace the old Arlington street bridge over the Boston & Albany railroad tracks, thus providing a through traffic artery from Beacon to Tremont street.

NAME CURLEY ON FLOOD COMMITTEE

Mayor Curley yesterday received notification that he had been appointed a member of the advisory committee of the Waterway and Flood Control Association of the Mississippi Valley by Mayor "Big Bill" Thompson of Chicago. In the interests of the valley, Boston's Mayor recently, in Washington, urged the federal expenditure of \$2,000,000,000 on the Mississippi River.

CENTRE STREET TO BE 80 FEET

Spending of \$1,100,000 Is
Authorized

Ending the controversy over the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence motor route, Mayor Curley directed the street commission late yesterday to make the roadway 80 feet wide, within a few hours after Governor Ely had signed the legislative act authorizing the expenditure of \$1,100,000 on the project.

At an additional cost of \$200,000, a sewerage system will be installed under the new artery, while the street commission is holding the necessary legal hearings which require that public notice be given two weeks in advance. It is expected that within a month the Public Works Department will ask for bids on the construction of the new highway.

Curley Urges Bill to Fee Pee-Wee Golf Links

Representing Mayor Curley, City Censor John M. Casey yesterday appeared before the legislative committee on cities and urged favorable action on a bill which would place miniature golf, both indoors and outdoors, on the statute books as an "amusement" within the city of Boston.

The speaker declared that the proposed legislation is needed to "clear up a more or less vague situation." Casey maintained that both Attorney-General Joseph E. Warner and Corporation Counsel Samuel Silverman of Boston have ruled that so-called pee-wee golf is an amusement.

A fee of \$100 annually would be paid under the proposed law by indoor courses and \$50 by the outdoor courses. The difference in the figures is made in that the outdoor courses can only remain open part of the year. There was no opposition voiced to the bill, and the committee took the matter under advisement pending its report to the Legislature.

GLOBE 1/31/34

HURLEY DECLARES GOODWIN A "SCOLD"

Says "Fin Com" Head Has
Made Use of Innuendoes

Goodwin Laughs—Won't Bother
With Replies "Until Proper Time"

Statements, relative to the report of the investigating committee appointed by the Finance Commission to investigate the school system, passed yesterday between Chairman Frank A. Goodwin of the Finance Commission and Joseph J. Hurley, chairman of the Boston School Committee.

Yesterday's tiff started with an appeal by Chairman Goodwin to the officials of the School Committee to await the complete report without any further personal attacks.

In reply, Chairman Hurley declared that Goodwin, in his statements, has made use of innuendoes and insinuated use of innuendoes and insinuation, as to the conduct of individuals, also that Mr Goodwin 'has been for years a common scold.'

Hurley's Statement

His statement read in part:

"Were this the first offense of the kind by the chairman of the Finance Commission, one would be inclined to be indulgent to him and take a charitable view of the situation. However, his recent charge that two members of the School Committee were guilty of malfeasance, which charge he quickly dropped when the meaning of the word 'malfeasance' was explained to him, brings memories of similar unwarranted attacks upon persons whose reputations are unquestioned.

"Here is a partial list of those who in the past have been victims of his characteristic tactics: John F. Moors, Richard J. Lane, Louis K. Rourke, Gov Alvan T. Fuller, Herman MacDonald, his secretary; the Judiciary of Massachusetts, and a number of individual judges.

"Originally Mr Goodwin was an able Registrar of Motor Vehicles, but his forays into fields other than his own, constrained the Governor of the Commonwealth to remove him from office.

Charges Meddling

"In a word, he has been for years a common scold. Whatever his political job, he spent much of his time criticising other public officials, meddling in matters about which he had little knowledge, and making charges which he could not substantiate. Everyone is out of step but the chairman of the Finance Commission. He alone is the guardian and repository of public virtue.

"The chairman of the Finance Commission may say that this is a personal attack, and beside the issue. It is at least an honest, man-to-man attack in the open, and not a whispering campaign in the dark. It is prompted solely by a desire to have men and women of standing and reputation protected from Mr Goodwin's vicious tactics, and to have assured to them what every citizen is entitled to—his day in court.

"Mr Goodwin, present your evidence, or hold your peace! Speaking your own language—'put up, or shut up!'"

Goodwin Won't Reply Now

On being told of what had been said by Chairman Hurley, Mr Goodwin indulged in a bit of laughter. Asked for a statement, Mr Goodwin asserted that he would 'not be bothered making any more replies to Mr Hurley until the proper times for replies arrives.'

Mr Hurley concluded an open letter to the Finance Commission, as follows:

"Speaking for the members of the School Committee and its officers, I desire to state that because of the innuendoes contained in the news reports which carried Mr Goodwin's statement, we welcome public hearings on the conduct of the school system and would like to have them start at once, preferably Monday morning next."

GUIFFRE'S FATHER TO GET DAMAGES FROM CITY

Carmelo Guiffre, father of the gangster, whose funeral will take place at 18 Charter st today, will receive \$40,000 of the total of \$138,000, which by vote of the Board of Street Commissioners the city will pay in damages for takings in the North End for school purposes on Charter st and Revere pl.

Guiffre will be awarded the \$40,000 for two parcels of property on Charter st. The remainder of the \$138,000 is divided into awards of various sizes to seven other persons. Mayor Curley yesterday approved the vote of the Street Commissioners awarding the \$138,000.

CROWD SEEKS SNOW JOBS

One Man Collapses—Work
Given to 1600

Several hundred unemployed men rushed the city employment office at 29 Church st this morning in an effort to obtain work shovelling snow.

All of the work had been given out according to Director John Shields, but he stated that he expected to have more applications for men.

His staff made an effort to line the men along Church st and to prevent the rush. However, Patrick McCann, 45, of West Dedham st, collapsed and was taken to the City Hospital for treatment.

Snow removal problems engaged the attention of 1800 regular employees of the Public Works Department this morning, and before night, in addition to that force, there will be 1600 men from the unemployed ranks at work. In transportation of snow, 175 large trucks, 100 small trucks and 150 horse-drawn carts are being used.

No outside contractors were called in by Mayor Curley on this storm, and the unemployed will be permitted to work as many hours as they care to or are capable of. The work will go on all night and all day and night tomorrow to clear the downtown business section.

TRANSCRIPT 1/31/34

Mayor Putting Pressure Upon School Board

Will Seek to Curb Power Un-
less Early Action Is Taken
on Spending Balance

More and more are the influences of the mayor's office extending to school headquarters. Yesterday afternoon Mayor Curley called the school committee into conference concerning the policy of school building construction and particularly with reference to the allotment of \$1,110,000 unexpended at the first of the year. Two of the members, Mrs. Pigeon and Dr. Lyons, were absent. The mayor informed the others that he would await action at Monday night's meeting and that if the board refused to act favorably he would have the corporation counsel draw up a bill for the Legislature, making a three-to-two vote, instead of a four-to-one vote the necessary power over appropriations.

The policy of school construction, as already formulated by the authorities, calls for a three-year program of expenditure, or \$5,000,000 each year. The School Committee's bill filed before the time limit expired was in blank figures and policy. Mayor Curley's idea of departing somewhat from the pay-as-you-go policy in school construction apparently wins the favor of the school department.

It was in 1916, when Mr. Curley was mayor the first time that he caused the adoption of the policy of payment for school construction from the tax levy. The total valuation of school land and buildings was \$22,000,000, and the indebtedness for school construction had amounted to \$16,000,000. Since 1916 the city has spent \$36,000,000 on new buildings and the valuation of land and buildings has risen to \$58,00,000, with a decrease of indebtedness to \$4,000,000.

"I feel secure in my position that, as the ratio of valuation and indebtedness has been so significantly altered since 1916, we can safely depart from the strict line of our pay-as-you-go policy," said the mayor. "We shall ask for \$5,000,000 a year for three years, with the provision that for 1931 all of the money shall be raised by loan and that for 1932 and 1933 two-fifths shall be by loan and three-fifths from taxes."

The School Department has \$6,000,000 from the latest legislative authorization for construction, all of it having been allotted and work to continue during the year.

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enter the service of the city at an established minimum and advance by regular step-rate increases on the anniversaries of their original appointments, until the established maximum is reached. This custom has been followed for so many years that the city is impliedly bound to continue the arrangement.

"All other increases, however, whether they be for clerks, receiving less than \$2300 or for 'sliding scale' groups, must be deferred for this year at least. Economic conditions in the country and in the community permit of no other alternative."

MAYOR REFUSES TO SIGN RETIREMENT

Mayor Curley declared yesterday he will never sign the retirement papers of Supt of Police Michael H. Crowley as long as he is Mayor of Boston, when questioned yesterday about the fact that Supt Crowley's retirement papers had been sent him by Commissioner Hultman, as is required by law. The law requires retirement of police officers at 65 years of age.

Accompanying the retirement papers was a letter from the Police Commissioner requesting Mayor Curley to withhold his signature from the papers until the Commissioner had had a conference with him.

Mayor Curley, in a statement, said he saw no reason why he should sign the papers. In the Capt Patterson retirement case, Corporation Counsel Samuel Silverman ruled the Mayor had nothing to do with retirements.

CURLEY NOT TO RETIRE CROWLEY

Michael H. Crowley, superintendent of police, will remain in that position as long as Mayor Curley is chief executive of the city, it was stated yesterday by the mayor following the receipt of retirement papers for the superintendent at City Hall.

The papers were sent by Police Commissioner Eugene C. Hultman, who was following the provisions of a mandatory law, which compelled him to make out the official documents when Supt. Crowley reached age 65 on Jan. 18. Accompanying the papers was a note from Commissioner Hultman asking that the mayor withhold his signature until he had had a chance to discuss the matter with him.

Mayor Curley, however, made up his mind when reports were current some weeks ago that Supt. Crowley would go for political reasons. He thereupon replied that, so long as Supt. Crowley retains his mental and physical competence, he would refuse to sign the retirements. Under the law the retirement could not become effective until Mayor Curley attached his signature.

The move of Mayor Curley's pleased Commissioner Hultman, who is known as a great admirer of Supt. Crowley's and, it is believed, had determined to retain him despite whatever influence might be brought to bear.

CURLEY HALTS PAY INCREASES

No Raises for City Employees Outside Police And Fire Forces

PUTS OBLIGATION TO TAXPAYERS FIRST

No salary increases will be allowed city employees this year other than police patrolmen and privates in the fire department whose compensation has not reached the maximum of the sliding scale schedule.

Mayor Curley announced this policy from which he proposes no deviation, in denying approval, yesterday, of a city council order favoring an increase of \$200 in the salaries of all policemen. The mayor indicated he fears a tax jump.

He also released statistical information gathered by Budget Commissioner Charles J. Fox, revealing that Boston not only leads all of the large cities in the country in the matter of police protection, but that a police officer is maintained for every 363 persons of the population and that 49 patrolmen are maintained for each square mile of area within the city.

In comparison with 39 cities of a population in excess of 200,000 Boston heads the list with 3.3 police department employees per 1000 of population, a record exceeded in 491 American cities only by Hoboken, N. J., which maintains 3.7 police employees per 1000 of its population of 56,523.

Financial problems which must be faced this year, including probable loss of sufficient revenue to affect adversely the city tax rate, now \$30.80, from \$1.50 to \$2; the necessity of appropriating far more money than ever before for the public welfare department, and of appropriating \$600,000 additional to meet the cost of increased personnel at the City Hospital, prompted Mayor Curley will be somewhat of a hardship to clerks and other subordinate employees of departments, who have been regular annual recipients of increases of \$100 until they reached the maximum allowed for such services, but he placed responsibility to the entire citizenship of the city ahead of consideration of the welfare of municipal employees, whose condition, in comparison with those of persons in private employment, he contrasted to the great advantage of the public employees.

After commenting upon the popularity which accrues from granting salary increases the mayor said:

"The prevailing custom in Boston has been when an increase in salary is granted to the members of the police department to grant a similar increase to the men employed in the

fire department. The wisdom of this to make the decisive declaration that he will not approve any salary increases during the year.

He expressed regret that the decision policy cannot be questioned since the members of both forces are exposed to the same degree of danger in pursuit of their occupations.

"There is no indication of a lessening of the demand for aid from persons without employment either in Boston or any other American city, and the first duty of government, as I interpret it, is to provide for the well being of the citizenship as a whole. It would be most pleasing for me to comply with every request for increases in salaries that are made because of the joy which would come to the recipient but my obligation is to the entire people rather than to the 20,000 women and men employed by the city of Boston."

MAYOR OPENS NEW SERIES ABOUT CITY

Major problems encountered by Mayor James M. Curley in administering the municipal affairs of the city of Boston will be brought to the attention of the voters through a series of radio broadcasts from The Shepard Stores station WNAC starting Tuesday afternoon, Feb. 3, at 4:15.

Lines have been installed connecting the mayor's office in City Hall with the broadcasting studios in the Buckminster Hotel and each Tuesday the mayor or one of his lieutenants in various departments of the city will address the radio audience of Boston on such subjects as seem of vital interest to the citizens.

The series will augment the WNAC Educational Feature series that have met with wide approval. The mayor will be the speaker on these programs at least once each month.

The mayor will open the series with a talk on the subject "Municipal Administration."

TRIBUNE ON COMMON PURCHASED FOR \$250

Building Erected at Cost of More Than \$40,000 Sold by Mayor

Sale of the Tribune on Boston Common, erected at a cost in excess of \$40,000 by the commonwealth for the state tercentenary program, last July, and upon which the city spent several thousands more, was made by Mayor Curley, yesterday.

He accepted a bid of \$250 for the building and John J. Duane of L Street, South Boston, can obtain whatever profit is possible from the sale of salvaged materials. Park Commissioner William P. Long estimated that it would cost at least \$1360 to raze the building.

The \$250 will be divided between the city treasury and that of the commonwealth in accordance with an agreement made when the state tercentenary commission turned the structure over to the city.

DAVISON TO EXPLAIN AIR CORPS MANOEUVRES

In preparation for the army air corps manoeuvres, which will bring 550 army planes of every type used in military warfare to the East Boston airport in May, Assistant Secretary of War F. Trubee Davison, in charge of aeronautics, will outline, tomorrow night, the purposes of the manoeuvres.

Mr. Davison will be the guest of Mayor Curley at a dinner at the Copple-Plaza which will be attended by 200.

MAYOR BANS RAISES FOR POLICE, FIREMEN

Will Allow No Pay Increases to City Employes—Won't Cut Number—Calls Lot Enviably

Declining to approve the order of the City Council recommending an increase of \$200 a year in the pay of the members of the Boston Police Department, Mayor Curley yesterday sent a communication to the Council in which he declared he will approve of no increases in salary for city employes in any department during 1931.

The Mayor feels that, during this period of unemployment and business depression, when the city, through its relief work, is experiencing a heavy financial drain, his first duty is to consider "the well being of the citizenship as a whole."

At the same time, the Mayor promises that there will be no reduction in the number of the city employes. He will, if possible, increase the number but, in order to do this, must refuse to approve any salary increases for the present year.

Calls Positions Enviably

In his communication to the Council, the Mayor describes the "enviable position occupied by those in public service," as contrasted with the lot of many persons employed in private industry who, when the depression began to make itself felt, suffered salary cuts or lost their positions, regardless of the length or value of their service.

While admitting that there are "many inequalities in the matter of wages of various individuals in the different municipal departments," the Mayor states that these can properly be adjusted during a year of prosperity and announces that he has directed "the Budget Commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads with the exception of increases provided in the Police and Fire Departments for patrolmen and privates. "These employes," the Mayor explains, "enter the service of the city at an established minimum and advance by regular step-rate increases on the anniversaries of their original appointments, until the established maximum is reached. This custom has been followed for so many years that the city is impliedly bound to continue the arrangement."

Increase \$755,400 a Year

Accompanying the Mayor's com-

munication to the Council, is the report of Budget Commissioner Charles J. Fox, relative to the proposed increase in the salaries of Police Department members.

The report points out that there is "an unwritten law," not only in Boston, but throughout the country that any increase granted to members of the police force must also be granted to members of the Fire Department.

"In the Police Department," the Budget Commissioner states, "2412 men would be eligible for the proposed increase and, in the Fire Department, 1465, or a total of 3877 employes.

"Granting a \$200 increase to the members of this group would mean a permanent addition or increase to the payrolls of the city of \$755,400. With the city facing an increased expenditure of over \$2,000,000 during the current year for welfare relief and old-age assistance, it is hard to see, in view of the additional cost involved, how consideration can be given, at this particular time, to the proposed payroll increase.

"Over and beyond the heavy financial burden, which the request of the City Council would place upon the tax-paying public of Boston, is the very evident fact, at the present time, that this same public is paying more for police protection than practically any other city in the country."

Mayor's Letter

The Mayor's letter to the City Council reads:

"In reply to the order of your honorable body, adopted Dec 29, recommending an increase of \$200 per annum in the salaries of members of the Boston Police Department, I beg to advise that the same does not receive my approval.

"The reasons for this action have been summarized by the budget commissioner and are here presented. It is a simple matter and invariably a popular one to recommend increases in salaries for persons in the public employ, but it is the part of wisdom to examine thoroughly into the ramifications before such an order is adopted.

"The prevailing custom in Boston has been when an increase in salary is granted to the members of the Police Department to grant a similar increase to the men employed in the Fire Department. The wisdom of this policy cannot be questioned, since the members of both forces are exposed to the same degree of danger in pursuit of their occupations.

Obligation to Entire People

"There is no indication of a lessening in the demand for aid from persons without employment either in Boston or any other American city and

the first duty of Government, as I interpret it, is to provide for the well being of the citizenship as a whole. It would be most pleasing for me to comply with every request for increases in salary that are made because of the joy which would come to the recipient but my obligation is to the entire people rather than to the 20,000 women and men employed by the city of Boston.

"It is only in periods of depression that we are presented a true perspective of the enviable position occupied by those employed in the public service.

"When depression comes in private industry the rule in the past and at present is to dispense with the services of the least efficient and least necessary and secondly to reduce the salaries of those remaining. The question of length or value of service is rarely considered and all suffer alike.

"In the public employment the situation differs materially.

"Regardless of industrial depression and the burden borne by the homeowner or the occupant of the tenement, taxes are demanded and they are paid whether the individual is employed or is without employment.

"When the individual in private employment is either maimed in industry or through age is no longer able to compete with younger men in his particular vocation he is replaced and scant consideration given by the employer as to what may happen to the worker or the family of the worker.

"In the public service on the contrary the hours are not unduly long. Vacations annually with pay are the rule and in most cases when the worker is unable through sickness to continue his employment, he is permitted to convalesce without the loss of salary.

"When the worker in public employment is maimed or arrives at the age of 65 years he is eligible for retirement with compensation sufficient to provide for his needs for the remainder of his days.

No Reduction in Employes

"There is no way in which to justify an increase in taxes in a year of depression an increase in taxes in a year of depression when such increase can be prevented. In addition there is no way to justify a reduction in the number of persons in the employ of the city.

"It is not my purpose to reduce the number, and provided conditions permit, I shall increase the number. It is only possible, however, to do this through the adoption of a program which to the city employe may at first glance appear a hardship, but which upon mature consideration of the needs and wants of his fellow citizen will appear the proper course, and that is to approve of no increases in salary during the year 1931.

"Unquestionably there are many inequalities in the matter of the wages of various individuals in the different municipal departments, but these inequalities can properly be adjusted in a year of prosperity. Certainly there is no way to justify advances in salaries at the present time, when the expenditures of the Public Welfare Department, provided the ratio established during the month of January is maintained for the year, will exceed any year in the history of the city, excepting 1930, by more than 200 percent.

"I have accordingly directed the Budget Commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads, with the exception of increases provided in the Police and Fire Departments for patrolmen and privates. These employes

ADVERTISER 1/31/31

CURLEY HOLDS UP CROWLEY PAPERS SO HE CAN'T QUIT JOB

POLICE SUPT. MICHAEL H. CROWLEY will remain in the police department as long as Mayor Curley is in office.

The mayor said so yesterday when retirement papers of the police veteran reached his office and he promptly announced that he would not sign them.

Supt. Crowley reached the age of 65 on January 18, the age of retirement under the old law, but the new retirement law provides a stay to the age of 70 if the mayor approves.

A note from Commissioner Hult-

man accompanied the papers to City Hall asking the mayor not to sign the retirement until the commissioner conferred with him.

"I wouldn't sign them anyway as long as I am Mayor unless something occurs to incapacitate the superintendent physically," Mayor Curley said.

Supt. Crowley's only comment was:

"As long as the mayor and police commissioner want me to stay on the job I will be glad to stay. Thank goodness, I am in good physical condition!"

Globe 1/31/31

STORM PROVIDES WORK FOR 1600

City Hires Unemployed to Remove Snow

Augment Regular Force of 1800 in Clearing Streets

Solving overnight an acute unemployment problem that had vexed the minds of civic leaders for months, an "old-fashioned" snowstorm descended upon New England yesterday, and "in a silence deep and white" created work for idle hands and brought back to hundreds of disheartened men the courage that comes with the earning of "an honest dollar."

The storm labored late Friday night and early Saturday morning, piling up the drifts on roadways, even in the heart of the city, and yesterday morning enough snow lay upon the ground to provide work for more men than even the most hopeful optimist had anticipated.

The army of the unemployed mobilized early yesterday morning, gathering around the city employment office at 29 Church st. The job seekers were ordered to line up and await their turn, and in an incredibly short time 1600 men had been

given work and were sent out armed with shovels to augment the regular force of 1800 Public Works Department employees in making way for the traffic of the city.

Work With a Will

Proof of the joy the men found in at last getting work was given by the speed with which they cleared the streets of the formidable drifts.

Every man worked with a will and the Public Works Department foremen in more than one instance were obliged to warn the shovelers that they had set for themselves a pace too hard for a man to maintain without soon becoming exhausted.

The men given temporary employment were also assured that their services would be required today, and the same large force will be out early in the morning to join the "regulars" in cleaning up the remainder of the snow.

Vehicles Mobilized

The Public Works Department has turned over 175 large trucks and 100 smaller vehicles for use, together with 150 horse-drawn carts, in carrying away the snow as it is cleared from the streets by the workmen. No outside contractors have been called in by Mayor Curley, and the unemployed will be permitted to work as many hours as they care to or are capable of.

Working conditions today will be good, according to the local Weather Bureau. The official forecast for today promises fair and continued cold weather. Slowly rising temperatures are expected on Monday.

BUYS TRIBUNE ON BOSTON COMMON FOR \$250

John J. Duane of L st, South Boston, is the new owner of the Tribune on Boston Common built by the State for Tercentenary purposes, at a cost of \$40,000. Mayor Curley yesterday approved the sale to Duane whose payment of \$250 for the structure will be divided between city and State treasuries. Duane bought for salvage purposes.

GLOBE 1/31/31 LEGION PLANS BIG BANQUET TO O'NEIL

National Commander in Boston Next Saturday

Will Be Greeted by 2500, Among Them Gov Ely and Mayor

The American Legion, Department of Massachusetts, and its commander, Richard F. Paul of Canton, will give a banquet in honor of national Commander Ralph T. O'Neil of Topeka, Kan, next Saturday evening at the Hotel Statler. The banquet will be one of the largest ever held in Boston with 2500 Legionnaires and members of their auxiliaries present.

The program for the day Commander O'Neil will be in town begins with a breakfast at the Copley-Plaza Hotel where he will be the guest of Mayor Curley. State and city officials of the Legion will be present at the breakfast.

After breakfast Commander O'Neil will visit Gov Ely at the State House and will go to the Governor's suite directly to City Hall where he will make an official call on Mayor Curley.

To Chelsea Hospital

Then Commander O'Neil will be escorted to the Chelsea Naval Hospital and Home, where he will greet the soldiers and sailors there and inspect the institution.

Gov Ely will have Commander O'Neil as his guest at a luncheon at 1 o'clock at the Copley Plaza. Present at this affair will be all State officers of the Legion and prominent citizens of Massachusetts.

Commander O'Neil will motor to Bedford in the afternoon, where he will visit the United States Veterans' Bureau's Hospital. Under the direction of John H. Hooley, commander of the Middlesex County Council of the Legion, the national chief will make an inspection of the hospital and greet the veterans.

A reception to Commander O'Neil will be held at 6 o'clock at the Statler. At 7 o'clock the banquet will begin.

After-dinner speakers will be Commander O'Neil, Gov Ely, Mayor Curley and representatives of the Army and Navy.

Medal for Admiral Sims

A feature will be the presentation to Admiral William S. Simms, commander of the United States fleet in European waters during the World War, of the American Legion's Distinguished Service Medal, awarded to him some time ago. Commander O'Neil will make the presentation. Only eight other ranking officers of the World War have received the medallion.

Admiral Sims will also have life membership conferred upon him by Oliver Ames Jr Post, No. 117, at the hands of Department Commander Paul.

The committee in charge of the affair is headed by William J. Morrow, Roslindale, chairman; Fred S. Mellen, Roxbury, secretary; John D. Crowley, treasurer, Cambridge, and a large group of Legionnaires from all parts of the State.

Mrs. Marie O'Connell Murray will sing during the dinner.

MAYOR SEEKS \$15,000,000 SCHOOLS FUND

Will File Bill to Abandon "Pay-as-You-Go" Policy for New Buildings

Mayor Curley announced yesterday that he has two very decided plans concerning the financing of Boston schools.

He will file a bill with the Legislature at once seeking authority to abandon the "pay-as-you-go" policy inaugurated by him in 1916 and to restore the bond issue plan which will involve a \$15,000,000 construction program over a period of three years at the rate of \$5,000,000 a year.

He challenged the Boston school committee when he announced that he would file a second bill to change the present approval powers of the committee if that body failed at its meeting tomorrow night to take some definite action on the school construction program in order to relieve unemployment.

"MINORITY RULES"

"As matters stand now a minority vote really rules the school committee," said Mayor Curley. "Under the law it is necessary to secure four out of five votes to pass a measure. Two members can defeat the will of their three colleagues."

"Unless action is taken at Monday's meeting on school construction, which has been dallying too long, I shall instruct Corporation Counsel Samuel Silverman to draw up a bill seeking legislative authority to make a three-to-two vote effective."

"Mr. Silverman has already started the work of drafting a bill for substitution of the bond system for the pay-as-you-go system which was adopted by the Boston school system in 1916. Under that system school house construction was paid out of taxes received each year."

VALUE NOW \$58,000,000

"The total valuation of Boston school property under that system was \$22,000,000 and the total indebtedness was \$16,000,000. As a result of the pay-as-you-go system the indebtedness was reduced from \$16,000,000 to \$4,000,000 while at the same time the total valuation of school property, because of more construction, was increased from \$22,000,000 to \$58,000,000."

"Present conditions make it not only desirable but imperative to revive the bond system in order to relieve Boston taxpayers of further burden."

\$200 RISE FOR POLICE TURNED DOWN BY MAYOR

City Cannot Afford It Now, He Says, Rejecting Council's Order

The \$200 a year salary increase voted Boston police by the City Council was turned down yesterday by Mayor Curley, who declared economic conditions made it impossible to permit any city salary increases at present.

Patrolmen of five years' service now receive the maximum of \$2100 a year.

When policemen enter the department they receive \$1600 a year, the salary being increased automatically \$100 a year for five years.

In a communication to the City Council replying to the Council order for the salary maximum increase, adopted December 29, Mayor Curley said:

TO ENTIRE PEOPLE

"It would be most pleasant for me to comply with every request for increases in salary that are made, because of the joy it would give to the recipients, but my obligation is to the entire people rather than to the 20,000 men and women employed by the city of Boston."

The mayor pointed out that it is only in periods of depression that "the true perspective of the enviable position occupied by those employed in the public service is presented."

"When depression comes in private industry," he said, "the rule in the past, and at present, is to dispense with the services of the least efficient and least necessary. And, secondly, to reduce the salaries of those remaining."

NO ALTERNATIVE

"I have accordingly directed the budget commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads, with the exception of increases provided in the police and fire departments for patrolmen and privates who have not reached the maximum."

"Economic conditions in the country and in the community permit of no alternative."

DIFFERENTIALS FIGHT ON AGAIN TOMORROW

Interstate Commerce Commission Auditors Coming Here to Hear Details

Boston's fight for rail differentials to equalize its port business with that of New York and other ports will be resumed tomorrow in the Chamber of Commerce after postponement of nearly two months.

Before auditors of the Interstate Commerce Commission, assigned here from Washington, alleged injustices in lighterage and transfer charges will be outlined under the direction of Atty. Johnston B. Campbell and Corp. Counsel Samuel Silverman.

The hearing was interrupted early in December by Boston interests to allow proper preparation of the case that charges the port of New York and 70 railroads with "unfair practices."

PARKER TO APPEAR

J. H. Stear and C. B. Paulson, examiners for the Interstate Commerce Commission, will hear the case and legal arrays on both sides will argue before them on shipments in and out of Boston as compared with other cities.

Boston interests announced yesterday that George H. Parker, internationally known rail attorney of Washington, will appear in the role of star witness for Boston.

December's hearing precipitated a number of verbal clashes between counsel for both sides with Mayor Curley the center of one.

25 TO BE CALLED

Testimony that business in New England declined on account of the alleged discriminations; the free lighterage at the port of New York was presented at that hearing.

At least 25 Boston witnesses are due to be called starting tomorrow in an effort to end the seven-year fight for a lift in the restrictions of rail-to-water shipments that increased the cost to shippers if they used the port of Boston.

1/31/31

TRANSCRIPT 1/31/31

SPAULDING WILL NOT DEBATE WITH CURLEY

Declines to Be Drawn Out
on Providence Plan

Chairman to Wait for Report of
N. E. Railroad Committee

Ex-Gov Spaulding of New Hampshire, chairman of the New England Railroad Committee, intends to indulge in no debates with the Providence Chamber of Commerce or the Mayor of Boston over the railroad situation until the New England committee's report is ready.

It may be some time before the report is completed. The ex-Governor takes the position that there is no call for haste and he does not mean to be smoked out by publicity for other proposals.

In Boston yesterday and hard at work over details of the New England railroad puzzle the ex-Governor intended to answer Mayor Curley's letter during the day. But he found he had to attend to other things and put his answer off for a better opportunity.

The answer, when made, will not reveal the plans of the New England Railroad Committee. Mr Spaulding has let it be known that he is not going to let his committee be hurried by the discussion going on all around them. The New England railroad problem has been in the air for 10 years and nobody has solved it yet. He does not feel called on to finish the committee's year of study with a hurry-up job.

It was revealed yesterday that the committee's difficulty is in getting full details of the recent four-party rail consolidation plan whose main features were announced by President Hoover a month ago. Details have not yet been made available to the New England Committee, and apparently will not be until the proposition comes to the Interstate Commerce Commission. At this time, the New England Committee has recommended to the six New England Governors that it be authorized to intervene for the full protection of any New England interests involved.

Ex-Gov Spaulding is understood to feel that it is of no strategic importance to the New England committee's plan that the Rhode Island plan

for trunk line connections has come out first and is now getting the news space and public attention. The chairman takes the view that perhaps the New England Railroad Committee's report will be weakened less by having the alternative presented before it than if the opposition had reserved its arguments until after the report had been made.

MAYOR WON'T SIGN CROWLEY'S PAPERS

Defers Passing on Retirement
of Super Until Later

Mayor Curley today refused to sign the retirement papers of Michael H. Crowley, superintendent of police, until such time as the official cannot perform his duties.

The mayor declared that Crowley would be police superintendent as long as he was mayor.

Accompanying the retirement papers sent to Mayor Curley was a letter from Police Commissioner Eugene C. Hultman asking that the city head defer signing until the two could discuss the matter.

Today Mayor Curley wrote his refusal to sign, and said: "I know of no good reason for approving, and I shall withhold my signature until such time as he is physically incapacitated from performing his duties as superintendent of police."

CITY TRUCK SKIDS ON SANDING JOB

Hits Fire Box and Sedan
on Beacon Hill

After sanding Walnut st, on Beacon Hill, in order to stop automobiles from skidding, John J. Donovan of 42 Randall st, Roxbury, who was driving a Public Works Department truck, skidded late last night and struck a fire alarm box at Walnut st and Chestnut st.

The collision resulted in an alarm being sounded and fire apparatus responded. After bouncing from the fire box, the truck then struck a sedan operated by Butler R. Wilson of 29 Adams av, Watertown. Both vehicles were badly damaged.

Curley Saves Crowley from Retirement

Refuses to Sign Papers Until
Police Superintendent Is
Incapacitated

Superintendent of Police Michael H. Crowley will remain in that position during the administration of Mayor Curley if he retains his mental and physical competence. This was the official word at City Hall today as transmitted by the mayor to Police Commissioner Hultman.

The Crowley retirement papers reached the mayor during the morning as a matter of form. The superintendent had observed his sixty-fifth birthday on Jan. 18 and it was mandatory upon the commissioner to make out the official documents. Accompanying the papers was a letter from the commissioner expressing the hope that the mayor would not approve the retirement until Mr. Hultman had an opportunity to discuss the matter.

But the mayor had no intention of waiting for an interview. His mind had been made up weeks ago when the rumor started that Commissioner Hultman would be forced by political reasons to get rid of his superintendent. He immediately replied to Mr. Hultman's letter that his approval was refused.

When the mayor was interviewed at the time of the first rumors, he declared: "Mr. Crowley, an able police head, will stick to the job as long as I am mayor." This story was followed by publication of the well known authority which the police commissioner has in being able to demote a superior officer and thus make matters uncomfortable for him.

Commissioner Hultman, however, has had great admiration for the superintendent since he assumed that office, and despite all rumors to the contrary had determined that his hand would not be forced, even though sinister political influences might be set in motion.

BOSTON DELEGATE TO HEAR RAIL PLAN

Mayor Curley plans to send a representative of the city to the annual dinner of the Providence Chamber of Commerce at the Biltmore Hotel at Providence, Tuesday night, when the so-called Rhode Island plan of apportioning the New England rail lines to the trunk roads will be the central theme of the speaking program.

The mayor's recent declaration, in a letter to Rolland H. Spaulding, chairman of the New England Governors' railroad committee, in favor of giving the four big trunk lines an entry to New England, brought him an invitation from the Providence chamber to attend the function, at which principal speakers will be representatives of the Chesapeake & Ohio-Nickel Plate system of the Van Sweringen brothers of Cleveland.

Hurley Calls F. A. Goodwin "Common Scold"

School Board Head Welcomes Hearings as "Fin Com" Issues New Blast

While Chairman Frank A. Goodwin of the Finance Commission was issuing his third installment of the report of an investigation of the Boston School system conducted by a special committee, in which class favoritism in the expenditure of funds was the sensational charge, Chairman Joseph J. Hurley was replying to the second instalment, declaring that Mr. Goodwin had developed into a "common scold" and that the School Committee would welcome public hearings on the charges made, the sooner the better.

The third section of the report charged that crackers and milk were being dispensed in nutrition classes to only 400 pupils, leaving 10,000 others without this special attention, and questioned the comparative costs of school centers, pointing out that South Boston's is only \$6.14 a head, as against \$18.50 in the Fenway center.

These school centers are maintained in addition to the regular evening schools for recreational and educational affairs, from dances, lectures and entertainments to hair-dressing instruction, according to the Finance Commission members, who regarded them as community associations as contrasted to the regular evening school classes. The School Committee pays for the leaders of the orchestras.

Girls' Trade School

The Girls' Trade School building at 55 Fenway was virtually condemned by the report as a fire menace to the 600 girls, fourteen years of age and over, attending classes there "with no adequate exits" and only "one usable entrance" as well as "independent corridors dangerously labyrinthine for so great a body of pupils." Claiming that the structure was built as a "palatial apartment" for wealthy tenants with guests and maids, the survey recommended that "this white elephant" be abandoned as soon as possible.

Military training in the public schools was branded as "archaic" by the investigators, who suggested that the \$52,000 spent annually on the schoolboy cadets would produce better results if used in physical training.

Removal of the teacher coaches, managers and play teachers, now receiving \$24,000 a year for part teaching and part coaching in the various schools of the city was recommended by the committee, which insisted that physical instructors should train the pupils both during and after school.

To Save Taxpayers

The music department was brought under the fire of the committee in a section of the report which protested against the teaching of instrumental music by so-

called supervisors in the evening centers. Charges for these lessons were urged by the committee in order to place the project on a self-supporting basis, saving the taxpayers this burden.

Generally the report criticised the overhead charges paid for the administration of the twelve departments and eleven other divisions of the school system, noting in comment: "These departments and near departments are not the result of any general design. They have happened along like Boston's streets."

Hygiene Department

Stress was laid on the department of hygiene spending about \$313,000 a year with an annual salary of \$7000 a year for the director's job and big salaries for other supervisors marked by the committee as "supernumeraries," including six supervisory physicians serving over sixty doctors and four assistant supervisory nurses over fifty graduate nurses.

The expenditure by this department of \$50,000 on 400 children in nutrition classes promised the eventual cost of \$1,250,000 a year to the taxpayers to care for the other 10,000 who, according to the committee, should be aided by the health department in the George Robert White health units or in their homes rather than in the schools.

Chairman Richard J. Lane of the commission on school buildings denied that the Girls' Trade School Building was a fire menace, contending that a recent investigation revealed it to be a fireproof structure of first-class construction. In a recent drill, he said, the building was emptied in two and a quarter minutes.

Referring to the warning of the committee that military drill would soon be extended to the intermediate school classes, Chairman Hurley characterized the "Goodwin surveyors as bad prophets." He declared he never heard of any proposal for military training in the elementary schools, nor in "the kindergarten or the pre-kindergarten classes."

City to Hear of Big Aircraft Maneuvers

Monday evening Mayor Curley will tender a dinner to F. Trubee Davison, assistant Secretary of War in charge of aeronautics, at the Copley Plaza Hotel, when Mr. Davison will outline the plan and projects for the Army Air Corps exercises, to be based at the Boston Airport and conducted over the New England States in May.

In the extent of these maneuvers from an aeronautical view point and their tremendous magnitude in affecting the security and safety of at least 60 per cent of the population of the nation is regarded as tremendous. It is contemplated that over 556 airplanes, consisting of pursuit, attack, observation, bombardment and transfer types will be based either at the Boston Airport or such adjoining airports as may be available for working out a war problem to demonstrate the possible destruction of Boston by enemy aircraft. These planes will be brought from every section of the United States.

The governors and mayors of the various New England States and cities and others interested have been invited to the dinner.

SUPT CROWLEY TO STAY ON JOB

Mayor Curley's Comment on Retirement Papers

Police Supt Michael H. Crowley will continue at his post so long as he is physically capable of performing his duties, according to Mayor Curley today in commenting on the fact that Supt Crowley's retirement papers had reached City Hall. Supt Crowley was 55 years old on Jan 18.

The papers arrived this morning accompanied by a letter from Police Commissioner Hultman which, it is understood, contained the request that the Mayor defer signing the papers until Police Commissioner Hultman saw them.

Mayor Curley in a statement said that he saw no good reason why he should approve the papers and that he would withhold his signature until such time as Supt Crowley is physically incapable of performing his duties.

It is evident that so far as Mayor Curley is concerned Supt Crowley will hold his post as long as the present Mayor is in office, if the Superintendent care to do so.

In the Capt Patterson retirement case, Corporation Counsel Samuel Silverman ruled that the Mayor had nothing to do with retirements, but Commissioner Hultman continues to send retirement papers to the Mayor.

AMERICAN 1/31/31 TUBE NAMERS HONOR CURLEY

Tunnel namers certainly have ideas, and when the Tunnel Editor started out on his quest for a fitting name for the new East Boston Traffic Tunnel—as it is called tentatively—he had no conception of the varieties of names he would receive.

Hundreds of replies—an avalanche of mail—have been received thus far by the swamped Tunnel Editor, and each mail brings its new quota.

Thus far the various Curley designations lead—Curley Tunnel, James M. Curley Tube, Mayor James M. Curley Tube or Tunnel; James M. Curley, Jr., Tunnel; Curley Memorial Tunnel, and the like—but there are scores of other designations that have been sent in.

AMERICAN 1/18/31

The 'Red' Racket

Mayor Curley Calls the Turn

Mr. Canter, Communist chief, marched his "army" of unemployed up the hill to City Hall and he marched them down again.

He got his name on the first page of the newspapers. THAT was a victory.

Mayor Curley offered the leaders jobs. They didn't want them for themselves; they wanted them for the unemployed—they said.

He asked them to propose suggestions for relief of unemployment. They had none.

He asked them if he had done everything the Mayor of a city possibly could do to provide employment. They admitted he had.

Why the demonstration?

The country has more rackets than you could shake a stick at. Most people earn their money by hard work. The others catch hold of a vagrant idea, organize it, assemble a following of dues-paying members and then live in clover themselves.

Some of these agitations are conspired by people behind the scene to bring really progressive movements and worthy labor contests into disrepute that they may suffer the loss of public sentiment.

More often than not the agitators who carry "No God, No Country" banners in labor dispute parades are professionals paid to stir trouble.

Public officials who can ascertain the sources of the incomes of professional agitators and expose them will be doing the public a real service.

GLUBE 1/18/31

SCHOOL REPORT IS EXPECTED TOMORROW

Probe Under Supervision
of the "Fin. Com."

The report of the committee that has been investigating the administrative methods of the Boston School Department under direction of the Finance Commission will be submitted to the commission tomorrow afternoon, it was learned last evening.

The report will include findings reached during seven months of study dealing mainly with the executive functions of the School Committee and its subordinates. During the investigation heads of departments and practically all the major officials of the School Department were interviewed.

It is expected that soon after receiving and examining the report, the Finance Commission will release some statement with regard to the study which has just been completed by its own special committee, which comprises William D. Parkinson of Fitchburg, former principal of the State Normal School at Fitchburg, former superintendent of schools in Waltham and former member of the State Department of Education; Renton Whidden of

Brookline, a builder for many years, and Representative in the General Court for 10 years, holding membership on the Ways and Means, Municipal Finance and Insurance Committees for some years, and Matthew Sullivan of Canton, architect specializing in school-house planning, who, as assistant architect to the city some years ago, helped plan a number of schools.

City Honors Doak Tomorrow Morning

Secretary of Labor William N. Doak of Washington will be the official guest of the city at a breakfast to be given tomorrow morning at 9:15 o'clock at the Hotel Statler. Because of Mayor Curley's absence in Washington on municipal business, Director of Public Celebrations J. Philip O'Connell will serve as host.

HERALD 1/18/31

BEALE-BENNETT PLAN FAVORED

G. G. A. Likes Federation
Idea in Greater Boston
Scheme

Mayor Curley's plan for a Greater Boston has "at least two fundamental troubles," while the Beale-Bennett plan "has possibilities," according to a statement issued today by the Good Government Association. The statement was made public over the name of S. S. Sheppard, secretary of the organization.

FLAWS IN CURLEY PLAN

The statement says in part:

"The mayor's bill appears but a skeleton of a plan and is obviously incomplete in its terms. It has at least two fundamental troubles. In the first place it aims at consolidation and not federation. Neighboring towns and cities look upon this bill as an entering wedge into giving up their existence as entities—which entities can perfectly well be preserved in a Greater Boston plan. In the second place the governing board under the mayor's plan consists of the mayors and selectmen of the various towns and cities. These officials have enough to do without trying to run a metropolitan district; it would be better to form some body which would have exclusive management of Greater Boston. The mayor of Boston should not be the king pin.

"In view of the fact that Mayor Curley is supporting the Beale bill, it would seem improbable that his own plan will pass.

"The Beale-Bennett plan comes nearer to being a federation, and has possibilities. It proposes an intricate and far-reaching organization of the district and should be made the subject of thorough study before final decision is made on it.

FOR REFERENDUM

"There are, moreover, some obvious defects in the Beale measure which should receive first attention. The first arises from its executive features. It very properly constitutes a metropolitan council, but it places the executive management in the hands of a body of five, four elected by the council and one elected by the entire district. This at once introduces conflicting sources of power which can only lead to trouble; and besides we have all the evils of the present election of a mayor in Boston only on a still more extended scale.

"Furthermore, the Beale measure does not make provision for a referendum of the bill. We do not believe that cities and towns should be forced into any such arrangement. With a completely satisfactory plan, such force will not be necessary.

"As a practical and conservative consideration it would be wise to provide that bond issues require the assent of the Legislature for the first few years of operation."

HURLEY TELLS GOODWIN TO 'PUT UP OR SHUT UP'

School Board Head Counters
Intimations of Grand
Jury Action

HITS FIN COM HEAD AS "COMMON SCOLD"

Charges "Whispering Campaign"—Hopes for Public
Hearings

Intimations from the Boston finance commission yesterday that its investigation of the Boston school system might call for grand jury action were immediately countered by a challenge from Chairman Joseph J. Hurley of the school committee that Frank A. Goodwin, chairman of the finance commission, "put up or shut up."

Hurley said Goodwin is a "common scold" and he charged the finance commission head with conducting "a whispering campaign in the dark."

The Hurley statement was made in reply to an announcement by Goodwin that the commission would hold public hearings on the report of its special committee of three which has been investigating the school system as soon as the seven instalments of the committee's report are made public.

In explanation of this sudden move, it was hinted at the finance commission that persons in the school system at private hearings before the committee had made such serious charges that public hearings are necessary to put them under oath and to decide whether the sworn evidence should be placed before the grand jury.

HURLEY'S CHARGE

Hurley charged that such hints must have come from Goodwin. He declared he has no objection to any open investigation but protested against what he called unsupported insinuations. He sent an open letter to all five members of the finance commission, saying that on behalf of the school committee and because of the innuendos in the news reports about the public hearings he hoped the hearings would begin at once, preferably on Monday.

In a personal blast directed at Goodwin, Hurley said he had spent much of his time criticising judges and other public officials, and recalled his removal from the office of assistant registrar of

motor vehicles by former Gov. Fuller. Hurley said also:

"The conclusion is unescapable that the chairman of the finance commission issued a statement to the press and then whispered what he dared not state over his own signature. 'I have sensational evidence about the official acts of certain individuals.'

"Mr. Goodwin, present your evidence or hold your peace. Speaking your own language, 'Put up or shut up!'"

Frank A. Goodwin, the finance commission chairman, after hearing Chairman Hurley's statement, said:

"I am not interested in anything Mr. Hurley says."

In the midst of the excitement over the grand jury reports, the finance commission made public the third instalment of the report of its survey board, which consists of William D. Parkinson of Fitchburg, Renton Whidden of Brookline and Matthew Sullivan of Canton.

In this third chapter the survey board called attention to the Girls' Trade school, which one of the survey board, but not in the report, characterized as a fire trap.

It pointed out that the 600 children were housed in an apartment house, with the usual apartment house exits and corridors, which were inadequate for the safety of 600 pupils in case of fire.

It also criticised the heavy overhead expense of the hygiene department because of unnecessary supervising physicians and supervising nurses.

It found fault with the variance in the cost per pupil in different playgrounds, ranging from more than \$18 in one to 6 mills in another.

NUTRITION CLASSES

Nutrition classes met with criticism, also. The survey board found that 400 children were cared for at a cost of \$50,000, when there were 10,000 children equally in need of the same care and treatment, but not getting it. Fully developed, this department would cost one million and a quarter dollars a year—or out of all proportion as a school department, the surveyors found.

The most decisive phraseology is used in connection with criticism of the Girls' Trade school of which the board says: "The school is strangely housed in a palatial apartment house on the Fenway designed to harbor a small group of wealthy tenants, with guests and servants. The apartments have independent corridors not intended to be used in common, and consequently dangerously labyrinthine for so large a body. Designed to be occupied by a few small independent groups, the building has no adequate exits for a group of 600. Its one usable entrance is directly upon the sidewalk and there are no grounds or rooms for exercises. Neither light, ventilation nor arrangement of rooms is what the city should insist upon for a schoolhouse, or an employer would demand for a shop. Service rooms and servants' rooms are more numerous than living rooms, and are so small that to use them classes must be cut 30 per cent. below the low maximum set by the state, so requiring more teachers than would be necessary in a suitable building. If such a building were used for an annex to one of the high schools, there would be a loud and insistent cry for relief."

NO CO-ORDINATED DESIGN

Consideration of the departmental organization of the schools inspired the conclusion that with 12 recognized departments and 11 divisions equivalent to departments, all, but two, headed by directors, conditions prove that there has been no co-ordinated design of departments which have been permitted to develop haphazardly.

Respecting other departments, the board found occasion to praise the attendance department, to express preference for the results of physical training of girls in comparison with that of boys, to question the wisdom of attending military drill below high school grades, and to comment upon the far more favorable appearance in the tercentenary parade last year of the high school girls than of the high school cadets.

The practice of permitting free use of school buildings, of allowing public dances in school halls, and of using public funds to persuade the public to use school halls is preliminary to the statement that there is an astounding difference in the per capita costs of school centres. Examples cited are the cost of \$6.14 in the South Boston centre against \$18.50 in the Fenway centre, of a pupil hour cost of four cents and six mills in the Elliot vacation school against 16 cents in the Rice school and other like comparisons.

Of the department of music, the board finds "that the proclivity of the director of music to embarrass the school department is still a menace to guard against," and reveals that the director's staff consists of eight assistant directors, 13 assistants, three supervisors of bands and orchestras, one supervisor of drum and bugle corps and 12 grade teachers, three high school teachers and 24 temporary instrumental instructors who give instruction at a stipulated compensation per period.

"The supervisors, we understand, do not supervise, but only teach. They are called supervisors to evade a rule that applies to such teachers as go by other titles. This evasion is protested by the business manager but approved by the board of superintendents. It is one of the many illustrations of the sleight-of-man by which rules and designations are manipulated."

The Mechanic Arts high school is praised for its achievements despite the fact that it has been strangely slighted. Of trade schools the board asks why there is not efficient or sensible management which will result in centralization of mechanical departments at points accessible from all parts of the city. The "unscrambling" of the department or drawing it from "its fictitious alliance with the manual arts" is strongly advised.

"The clerical school," says the report, "is a new enterprise which may prove an entering wedge. It is a distinct competitor of the private commercial schools, offering short courses as they do, endeavoring to give intensive training in specific positions. If it succeeds in providing free training equal or superior to that offered by the private commercial schools, it is likely to expand rapidly, and how far that expansion should be encouraged is a question of policy for the school committee. The expenditure for commercial education is probably quite as large as for any other form of vocational education. It is accepting too many pupils and leading many of them up a blind alley. It needs supervision."

In explanation of the purchase of an apartment block for the girls' trade school, Chairman Richard J. Lane of the department of school buildings said, last night, that the principal expressed completed satisfaction with the building when it was purchased 10 years ago. He added that after Architect Sullivan of the survey board had found fault with mirrors, which he feared might confuse the pupils in the event of fire they were promptly covered. He challenged the characterization of the building as a fire trap.

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POST

1/31/31

"I sincerely hope the citizens of Boston will not get a wrong impression of our school system from the intemperate remarks of its head," said Chairman Goodwin, referring to the challenge to "put up or shut up."

Trouble at Top

"On many occasions in its report, our investigating committee has commented upon the splendid personnel, both men and women, throughout the various departments and at the heads of them. The trouble is at the top.

"The school department," stated Chairman Goodwin, "might be likened to a fine Rolls-Royce operated by a stuffed dummy, manipulated by unskilled hands. What is needed is to remove the operator and put a responsible head behind the wheel.

"The stenographic report of Mr. Hurley's testimony before the investigating committee shows a woeful lack of responsible leadership. The testimony of another high official, relative to the chairman, says this: 'Mr. Hurley, I don't think, is in the building very much. . . I suggested to the chairman if he would come in oftener, there might be an opportunity to tell him what was going on.'

Hurley Hits Back

"How long would any business corporation, spending \$20,000,000 a year stand for this kind of direction? How much more vital is the education and care of 130,000 of our future citizens?" stated Chairman Goodwin.

He declined to name the "high official" alleged to have criticized the school chairman, explaining that the testimony of the school officials before the investigating committee would probably be given out soon when the public hearings are held by the Finance Commission.

Hitting back at the Finance Commission head, Chairman Hurley stated: "Mr. Goodwin has been more successful in having himself removed from office than in removing other people. Former Governor Fuller can testify to this.

Goodwin Refers to Vote

"I was elected chairman of the school committee on Jan. 6, 1930," said Chairman Hurley. "After one year's service I was, Jan. 5, 1931, unanimously re-elected by my colleagues. The members of the school committee are the best judges of my work as chairman. My re-election shows that their views are diametrically opposed to Mr. Goodwin's.

"In opposing Mr. Goodwin the members of the school committee find themselves in the distinguished company of legislators, judges and a Governor of the Commonwealth," Chairman Hurley stated.

Referring to his removal, former Registrar of Motor Vehicles Goodwin stated: "After I was removed by Fuller, I received 150,000 votes in the Republican primary even though I conducted the campaign for Governor with no money and no organization. I think it might be proper to say at this time that if some of the members of the school committee knew what Mr. Hurley said about them in the office of the Finance Commission, he never would have been re-elected unanimously."

PREDICTS DEFEAT

Chairman Hurley Says Goodwin Is Up Against a "Committee of Five Ready to Defend Their Position and to Give Him What He Deserves"

Joseph J. Hurley, chairman of the Boston School Committee, predicted

last night the defeat of Frank A. Goodwin and the report of his survey committee attacking the Boston public schools.

In an address before 300 school teachers at the annual reunion of the Boston Normal School and Teachers' College Association at the Hotel Statler, Chairman Hurley declared that Goodwin "was up against a committee of five who are ready to defend their position and to give him what he deserves, ignominious defeat." His remarks aroused the hundreds of teachers present to vigorous applause.

"The chairman of the finance commission has referred to me as a stuffed dummy," he said. "Due to your hospitality tonight, I am stuffed, for the dinner was a good one, but I don't propose to be dumb.

"At the outset, let me say that it is practically impossible to secure an impartial report from the gentlemen who have been paid by Mr. Goodwin, and who want them to say that the Boston School Board is not as good as the Lowell committee said it was. The committee apparently faced its job with the attitude of a critic and with no intention of telling what the Boston school system really is.

"I was astounded at the personnel of the committee. The names had an unfamiliar ring except that the gentleman from Brookline. They finished their work in nine months. I have been on the Boston school committee three years, but I don't feel competent to advance any criticism of the school system as a whole. It took the Wickersham committee nearly three years to deal with the problem of prohibition. Mr. Goodwin has disposed of his task in nine months and is now offering his report to the public in seven thrilling installments.

"Apparently all the committee did was to interview the School Board for a short period, a couple of hours, then the board of superintendents and the supervisors, with visits to the schools and the reading of some books on education. They should have read the survey report of 1916.

"Of course, I cannot discuss the three reels already issued, but would like to say that the impression has gone out that the system is top heavy, like the Mexican army, all generals. There are 6000 employees, of whom 53 are supervisors, 4000 bona fide teachers and 1700 nurses, physicians and other non-teaching employees.

"You have read something about favoritism in the feeding of children in certain schools. Well, there are three alternatives in respect to special feeding classes. You can dispense with them entirely or maintain as many as you think conditions warrant and your funds will permit, or you can put them in every school building. The survey committee does not say which plan we ought to adopt.

"The chairman of the Finance Commission, who is an ingenious tactician, tried to divorce the school committee from the rest of the system. He wanted to give us the impression that the five members of the school committee were not to be criticised, but the rest of the system was to be blamed. Failing in this, he has by his own individual statement gone beyond the report and put the responsibility on the shoulders of the committee, where it theoretically is.

Stuffed Dummy Can Fight

"He has called me a stuffed dummy. I accept the name. The last time I thought I had a stuffed dummy to fight was back of the front line trenches in France, but when I got face to face with him, I found he had a bayonet just as sharp and as efficient as mine. Mr. Goodwin is going to find that his stuffed dummy can fight just as well

as that other one over there, and that he will give a bayonet thrust for bayonet thrust, as vigorously as his own."

The teachers, after the dinner and election of officers, turned the meeting into a reception to Jeremiah E. Burke superintendent of schools. Although the superintendent is only an employee of the School Board, his praise of the teaching staff was in the nature of a reply to the criticism levelled at the board by the Goodwin report. He declared that the teaching staff in the Boston public schools stood higher, all things considered, than the teaching staff of any other city in the country.

"There is no question about the need of organization," he added. "Most of us are keen about its value, which lies insofar as it brings the teacher at the desk and the pupil in his seat into closer and more harmonious relations. The teachers are the king men in our system.

"Tonight I want to express my appreciation of the teachers at their post in the classroom for it is upon them that we must base all our aspirations and hopes for accomplishment. However difficult the problem appears, there is no body of teachers more scientifically educated or more effectively trained than the teachers in our schools. No matter what disturbing influences arise, the citizens of Boston have reason to feel that this pride is justified. God bless our public school teachers."

The new officers of the association are Anna M. Noland, president; Mary E. Vaughan, vice president; Anna M. Sheehan, corresponding secretary; Jessie G. Paine, recording secretary, and Theresa O. Regan, treasurer.

MAYOR WARNS

Unless the school committee appropriates \$1,119,000 for the construction of two intermediate schools at its meeting tomorrow night, Mayor Curley will go to the Legislature to compel the use of the money for public improvements.

Approval of the projects has already been voted by Chairman Joseph J. Hurley, Committeemen William Arthur Reilly and Francis C. Gray, but under existing law, four votes are required, and the Mayor's warning is considered as an ultimatum to Mrs. Elizabeth West Pigeon and Dr. Joseph V. Lyons, who insisted that the money should be used for the construction of a girls' high school building.

Yesterday the Mayor directed Corporation Counsel Samuel Silverman to draft a bill for presentation to the Legislature provided construction work is not ordered to start tomorrow night. The bill would seek to change the required number of votes on appropriation orders from four to three.

Chairman Frank A. Goodwin of the Finance Commission, in supporting the plan, contended that a new girls' high school building would merely be a replacement of an existing building, while the construction of two intermediate schools would provide seats for some of the 15,000 intermediate school pupils now housed in elementary and high schools.

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POST

1/31/31

summarized by the budget commissioner and are here presented. It is a simple matter and invariably a popular one to recommend increases in salaries for persons in the public employ, but it is the part of wisdom to examine thoroughly into the ramifications before such an order is adopted.

"The prevailing custom in Boston has been when an increase in salary is granted to the members of the police department to grant a similar increase to the men employed in the fire department. The wisdom of this policy cannot be questioned since the members of both forces are exposed to the same degree of danger in pursuit of their occupations.

"There is no indication of a lessening in the demand for aid from persons without employment either in Boston or any other American city and the first duty of government, as I interpret it, is to provide for the well-being of the citizenship as a whole. It would be most pleasing for me to comply with every request for increases in salaries that are made because of the joy which would come to the recipient but my obligation is to the entire people rather than to the 20,000 women and men employed by the city of Boston.

"Enviably Position"

"It is only in periods of depression that we are presented a true perspective of the enviable position occupied by those employed in the public service. When depression comes in private industry the rule in the past and at present is to dispense with the services of the least efficient and least necessary and secondly to reduce the salaries of those remaining. The question of length or value of service is rarely considered and all suffer alike. In the public employment the situation differs materially. Regardless of industrial depression and the burden borne by the home owner or the occupant of the tenement, taxes are demanded and they are paid whether the individual is employed or is without employment.

"When the individual in private employment is either maimed in industry or through age is no longer able to compete with younger men in his particular vocation he is replaced and scant consideration given by the employer as to what may happen to the worker or the family of the worker. In the public service on the contrary the hours are not unduly long. Vacations annually with pay are the rule and in most cases when the worker is unable through sickness to continue his employment, he is permitted to convalesce without the loss of salary. When the worker in public employment is maimed or arrives at the age of 65 years he is eligible for retirement with compensation sufficient to provide for his needs for the remainder of his days.

"Inequalities in Wages"

"There is no way in which to justify an increase in taxes in a year of depression when such increase can be prevented. In addition there is no way to justify a reduction in the number of persons in the employ of the city. It is not my purpose to reduce the number, and provided conditions permit, I shall increase the number. It is only possible, however, to do this through the adoption of a programme which to the city employee may at first glance appear a hardship, but which upon mature consideration of the needs and wants of his fellow citizen will appear the proper course and that is to approve of no increases in salary during the year 1931.

"Unquestionably there are many inequalities in the matter of the wages of various individuals in the different municipal departments, but these inequalities can properly be adjusted in a year of prosperity. Certainly there is no way to justify advances in salaries at the

present time when the expenditures of the Public Welfare Department, provided the ratio established during the month of January, if maintained for the year, will exceed any year in the history of the city, excepting 1930, by more than 200 per cent.

"Increases Must Be Deferred"

"I have accordingly directed the budget commissioner, in his review of departmental budget estimates, to eliminate all salary increases recommended by department heads with the exception of increases provided in the police and fire departments for patrolmen and privates. These employees enter the service of the city at an established minimum and advance by regular step-rate increases on the anniversaries of their original appointments, until the established maximum is reached. This custom has been followed for so many years that the city is impliedly bound to continue the arrangement.

"All other increases, however, whether they be for clerks, receiving less than \$2300 or for "sliding scale" groups, must be deferred for this year at least. Economic conditions in the country and in the community permit of no other alternative."

CROWLEY SET TO KEEP POST

Tenure in Office Depends on Curley, Hultman

When asked to comment on the action of Commissioner Hultman in sending his retirement papers to Mayor Curley with the request no action be taken with regard to them, Superintendent Michael H. Crowley stated last night that he is ready to remain on the job as long as the Mayor and the police commissioner desired him to.

"I will remain as long as they are willing to have me," the superintendent said, "and as long as my health is good. Thank God, I'm in good physical condition." Commissioner Hultman had left his office when news of the affair became known and could not be reached for comment.

MAYOR GOING TO CUBA SOON

Miss Mary Curley will accompany her father to Havana within the next fortnight when the Mayor will present silken flags to the President of Cuba and the chief executive of its capital as tributes from Boston, similar to those recently sent to Premier Mussolini, according to present plans under contemplation.

Preparation of the 1931 municipal budget threatened to postpone the proposed trip indefinitely, but the Mayor and Budget Commissioner Charles J. Fox have been working on the figures day and night to complete the work. It is probable that the budget commissioner will go along with the Mayor during the first few days of the trip to finish the work and then return here.

SUGGESTS REMOVAL OF HURLEY

Goodwin Refers to School Official as Stuffed Dummy

RESPONSIBLE HEAD IS NEEDED, HE SAYS

Hurley Hits Back at Former Registrar's Discharge

Chairman Frank A. Goodwin of the Finance Commission last night declared that the proper operation of the Boston school system required the removal of Chairman Joseph J. Hurley.

This statement of the head of the Finance Commission marked the high point in his bitter controversy with the school official over the report of the survey committee, which recently completed an investigation of the public school system here.

Replying to Chairman Hurley's ultimatum to the Finance Commission leader either to "put up or shut up," Chairman Goodwin snapped last night: "The school department might be likened to a fine Rolls-Royce operated by a stuffed dummy, manipulated by unseen hands. What is needed is to remove the operator and put a responsible head behind the wheel."

The sharp retort was quickly picked up by the school head, who recalled Mr. Goodwin's recent removal from the office of State registrar of motor vehicles by former Governor Fuller. "Mr. Goodwin," he said, "has been more successful in having himself removed from office than in removing other people. Former Governor Fuller can testify to that."

Fourth Instalment

Chairman Hurley declared that the members of the school committee were better judges of his personal value on the board, noting that they recently re-elected him chairman with a unanimous vote.

After issuing his "blast" at the school head, Chairman Goodwin went about the work of getting out the fourth instalment of the survey report which will be made public in tomorrow morning's paper.

NO RAISES THIS YEAR

Mayor Vetoes Order for General Police Increases and Announces All Other City Employees Must Work at Their Present Pay

Money to Be Devoted
to Jobless Relief,
He States

**NO JUSTIFICATION IN
BURDEN UPON PUBLIC**

Firemen Would Also
Receive Raise If
Police Did

Salary increases this year for Boston's 20,000 city employees were barred yesterday by Mayor Curley and the \$250,000 saved in this item of the 1931 municipal budget will be used to provide jobs for the jobless.

The Mayor made the announcement in vetoing the order of the City Council which sought an increase of \$200 a year for each of the 2412 members of the police department. With the demands for poor relief

200 per cent in excess of the 1929 dole, and threatening to reach \$7,000,000 this year, the Mayor declared that there was no way to justify salary increases that would put an extra burden on the public.

During the periods of economic depression city employees hold enviable positions, he said, with civil service regulations to insure them their jobs, and with hours "not unduly long," vacations, pay during illness and pensions to make them independent in their late years, as contrasted with their brothers in private employment.

Declaring that there was no indication of an early drop in the poor relief disbursements to the jobless and independents, the Mayor stated that it was his duty to the taxpayers to suspend the usual sliding-scale salary increases, granted annually to classified city employees until they reach the maximum.

Some Policemen, Firemen Excepted

The only exceptions will be made for the police, patrolmen and the fire privates, who have not reached the \$100 maximum. It was explained that there was a moral obligation on the part of the city to make these increases in view of the fact that the Civil Service Commission advertised the positions as paying \$1800 a year to start and a \$100 increase each year until the \$2100 maximum was reached.

About 1300 patrolmen and 400 firemen will comprise the exclusive company to benefit by this act, but the total for the year will be only about \$50,000 because the individual policemen and firemen receive their increases not at once but on the anniversaries of their entrance in the city service, some not becoming effective until the last month in the year.

Police Cost Highest in Boston

Further reasons for not increasing the pay of the policemen by \$200 this year were given by the Mayor in the report

of a survey made by Budget Commissioner Charles J. Fox, showing that Boston is paying more for police protection than practically any other city in the country, a cost of \$7.86 for each resident of the city.

Commissioner Fox reported that there is a Boston policeman for each 363 residents, as compared to one for every 416 in New York. There are 49 policemen for each square mile in Boston, he said. Boston police are paid more than those in neighboring cities already, he said, explaining that although their maximum is \$2100, they receive free uniforms. The highest paid here are the metropolitan police, who receive \$2190, but are forced to purchase their own uniforms, he said.

Additional Reason Given

Increases for policemen would have to be followed by similar increases for firemen with the result that adoption of the Council's order for a \$200 raise would cost \$775,400 more each year as a permanent item in the budget, Commissioner Fox stated, explaining that there were 2412 policemen and 1465 firemen who would be eligible for the vetoed raise.

There is a policeman to protect every 363 residents of Boston, 416 in New York, 453 in Philadelphia, 530 in St. Louis, 601 in Detroit, 596 in Baltimore, 703 in Chicago, 759 in Cleveland and 636 in Los Angeles.

To the square mile there are 48 policemen in Boston, 54 in New York, 33 in Philadelphia, 25 in St. Louis, 19 in Detroit, 12 in Baltimore, 23 in Chicago, 17 in Cleveland and five in Los Angeles.

Text of Message

The Mayor's message which will be presented to the City Council at tomorrow's meeting, states:

"In reply to the order of your honorable body adopted Dec. 29, recommending an increase of \$200 per annum in the salaries of members of the Boston police department, I beg to advise that the same does not receive my approval.
The reasons for this action have been

Big Banquet to Honor Legion Head Saturday



LEADING FIGURES IN AMERICAN LEGION BANQUET

William J. McMorow, left, chairman of committee in charge of banquet to National Commander Ralph T. O'Neil of Topeka, Kan., guest of honor, centre. Admiral Sims, right, is to be presented with the Legion's Distinguished Service Cross.

Nearly 3000 Massachusetts legionnaires are expected to take part in the annual get-together banquet and reception to be tendered to National Commander Ralph T. O'Neil by Department Commander Richard F. Paul and officers of the department of Massachusetts Saturday evening at the Hotel Statler—an event to be climaxed by the presentation of the Legion's Distinguished Service Cross to Admiral William S. Sims, commander of the European fleet of the United States navy during the war.

According to plans announced yesterday Mayor Curley will be host at a breakfast to the national commander at 9:30 o'clock that morning at the Copley-Plaza Hotel. Following the breakfast calls will be made on Governor Ely at the State House and Mayor Curley at City Hall. Commander O'Neil will then visit the soldiers and sailors at the Chelsea Naval Hospital and the Chelsea Soldiers' Home, inspecting both institutions.

At 1 o'clock, in the salon of the Copley-Plaza, the national head of the Legion will be tendered a luncheon by Governor Ely, at which will be present all State officers and many prominent

civilians. After the Governor's luncheon, the national commander will motor to the United States Veterans' Hospital at Bedford, where an inspection will be made, in charge of Commander John H. Hooley, commander of the Middlesex County Council. Return will be made to Boston in time for the reception at 5 o'clock.

The department commander's banquet to the national commander will probably be the largest ever held in New England, more than 2500 legionnaires and members of the ladies auxiliary being present. The speakers will be National Commander O'Neil, Governor Ely, Mayor Curley and representatives of the united services. The Legion cross to be presented to Admiral Sims has been awarded to eight of the ranking officers of the World war. The award was made some time ago to the admiral, but he has never been in a place where the formal presentation could be made.

The committee in charge is composed of William J. McMorow of West Roxbury, who is chairman, Fred S. Mellen, Roslindale, secretary, and John F. Crowley of Cambridge, treasurer, who are being assisted by a State-wide committee.

Furthermore, he intimated quite plainly that he has no intention, either in his answer to Mayor Curley's letter or through any other means, of being led into revealing what the contents of that report will be. He admitted that the committee is having considerable difficulty in securing details of the four-party consolidation plan announced a month ago by President Hoover, and said it may not get them until the proposal comes before the Interstate Commerce Commission. Anyhow, he said, the committee has no intention of being hurried into making a report.

NO DEBATING WITH CURLEY

Spaulding Has No Intention of Hurrying Report

There will be no debate with Mayor Curley on the railroad situation in the Northeastern States, or with the Providence Chamber of Commerce by former Governor Rolland H. Spaulding of New Hampshire, he declared last night, at least until the report of the New England railroad committee, of which he is chairman, is ready. And it may be some little time before that report is issued, he added.

PORT CASE TO RESUME TOMORROW

Differential Fight Is Expected to Last All Week

Tomorrow morning at 10 o'clock, in the library of the Boston Chamber of Commerce, the second stage of the port differential case, suspended a few weeks ago, will be taken up, in what is described as the greatest economic struggle in the history of the Port of Boston. Unfair practices in vogue at New York, with the railroads serving that port, absorb lighterage and other charges, whereas no such situation exists here, form the basis of the Boston and New England complaint.

EXPERTS GATHERING

A great array of legal talent representing the port interests of New York, Philadelphia and Baltimore, as well as the local side, together with traffic and railroad executives, is gathering here to take part in the struggle. The case for Boston is being presented by the city and the Boston port authority.

The hearings will be before two members of the Interstate Commerce Commission, Examiners J. H. Stear and C. B. Paulson, who presided at the brief session held in December. At that time the hearings were postponed, to enable port interests here better to develop their case.

The star witness will be George H. Parker, nationally known rail attorney of Washington, who for several months has been preparing various exhibits to show how business of New England has been allegedly damaged by the practices complained of. Early in the week some 25 exhibits will be introduced, which will purport to show how business in this area has declined, due to the alleged discrimination in favor of New York. It is expected that the hearings will last for a week. New York's defence will be heard in April. Boston's case is to be presented by Samuel Silverman, corporation counsel of the city of Boston and Attorney Johnston B. Campbell, former chairman of the Interstate Commerce Commission.

(M-7)

MICRODEX

No. 2



MICRODEX AUTHENTICATION GUIDE (M-II)

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